

DISTRICT OF COLUMBIA TAXICAB COMMISSION

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REGULAR COMMISSION MEETING

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TUESDAY,
SEPTEMBER 11, 2007

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The Commission convened at 10:00 a.m.
in the Auditorium of THEARC Theater, 1901
Mississippi Avenue, S.E., Washington, D.C.,
Leon J. Swain Jr., Chairperson, presiding.

PRESENT:

LEON J. SWAIN JR., Chairperson
SANDRA C. ALLEN, Commissioner
A. CORNELIUS BAKER, Commissioner
WILLIAM HENRY CARTER IV, Commissioner
THOMAS E. HEINEMANN, Commissioner
INDER RAJ PAHWA, Commissioner
STANLEY W. TAPSCOTT, Commissioner
THERESA N. TRAVIS, Commissioner

STAFF PRESENT:

DOREEN E. THOMPSON, ESQ., General Counsel

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1 P-R-O-C-E-E-D-I-N-G-S

2 10:29 a.m.

3 CHAIRPERSON SWAIN: Good morning,
4 everyone.

5 What I'd like to do is I'd like to
6 call the meeting to order. Today is September
7 the 11th. The hour is 10:30. And we are
8 present at THEARC in Southeast, Washington,
9 D.C. My name is Leon Swain. I'm the
10 Chairperson of the D.C. Taxicab Commission.
11 And I thank you all for coming out today.

12 I'm going to call this meeting to
13 order. It is September the 11th, and it is
14 10:31. We are located at the THEARC at 1901
15 Mississippi Avenue.

16 And I'd like to ask a moment of
17 silence in regards to 9/11, and also with
18 respect to the former first lady of the city,
19 Ms. Effi Barry.

20 (A moment of silence was observed.)

21 CHAIRPERSON SWAIN: Thank you very
22 much.

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1 Madam Secretary, will you determine
2 if we have a quorum?

3 MS. THOMPSON: I'm going to call
4 the roll and ask the Commissioners to please
5 respond when they hear their names.

6 Commissioner Allen?

7 COMMISSIONER ALLEN: Present.

8 MS. THOMPSON: Commissioner Baker?

9 COMMISSIONER BAKER: Present.

10 MS. THOMPSON: Commissioner Carter?

11 COMMISSIONER CARTER: Present.

12 MS. THOMPSON: Commissioner
13 Tapscott?

14 COMMISSIONER TAPSCOTT: Present.

15 MS. THOMPSON: Commissioner
16 Heinemann?

17 COMMISSIONER HEINEMANN: Present.

18 MS. THOMPSON: Commissioner Pahwa?

19 COMMISSIONER PAHWA: Present.

20 MS. THOMPSON: Commissioner Travis?

21 COMMISSIONER TRAVIS: Present.

22 MS. THOMPSON: Commissioner Swain?

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1 CHAIRPERSON SWAIN: Present.

2 MS. THOMPSON: Chairperson, we have
3 a quorum. We can proceed with this meeting,
4 including any matter requiring a vote.

5 CHAIRPERSON SWAIN: Thank you,
6 madam.

7 We're here today mainly to talk
8 about the recommendation that has to be made
9 to the Mayor -- Mayor Fenty -- with regards to
10 the meter issue. Also what we're going to do
11 today is we're going to have public comment
12 with regards to this.

13 We have microphones set up here.
14 We're going to ask that you come up, give your
15 name, if you would spell your last name
16 because this meeting is being transcribed. I
17 want to make sure that all of your comments
18 are made part of the official record.

19 Even though we will be voting for
20 our recommendation today, your comments will
21 be added to the official record that will be
22 sent to the Mayor.

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1 Additionally, the Zogby Report, the
2 drivers' survey, and all of the articles we
3 are sending to the Mayor will be up on our
4 website, having to do with the surveys and
5 things of that nature. They will be posted on
6 our website this evening.

7 There are copies of the Zogby
8 Report, the Summary of the Zogby Report, and
9 also the TIP Report, and the summary of the
10 driver survey are on both sides of the hall.

11 I sincerely hope that everyone will
12 feel free to say what's in their heart on this
13 issue. This issue is the one that's been
14 going back and forth for 50 years. We're
15 going to address it, at which time the
16 Commissioner will all get an opportunity to
17 speak to you if they'd like to make additional
18 statements. And then we will be voting on the
19 recommendation.

20 We did have Zogby International
21 here who conducted the original poll -- the
22 telephone survey, He's here.

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1 We have a PowerPoint presentation,
2 so you can see where we got the numbers from
3 and how we came to certain conclusions.

4 Thank you very much.

5 MR. ROGERS: Hello. Good morning.
6 My name is Sam Rogers. I'm with Zogby
7 International here in our Washington office.

8 Just to give you a little
9 background, we were commissioned to conduct a
10 telephone poll, a survey of Washington, D.C.
11 residents, more specifically, Washington, D.C.
12 cab riders to assess their opinions on a
13 variety of issues all related to the meeting
14 that's going on now.

15 We have a little PowerPoint
16 presentation to present to you. And I saw
17 that the report that we put together was in
18 the back. This will follow largely right
19 along with the report, which mirrored the
20 poll.

21 To give you a little background,
22 this survey largely mirrors a 1994 survey

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1 that was conducted by the D.C. Cab Commission.
2 We did not conduct that survey, just as a
3 disclosure, but we took that script and
4 largely followed it to see how opinions had
5 changed in the 13 years since that time.

6 There, of course, had to be some
7 modifications because things have changed
8 quite a bit in Washington, as you all know,
9 since 1994.

10 But this poll was of 611 D.C. cab
11 riders. It has the margin of error of
12 somewhere in the neighborhood of four percent.

13 And we'll just walk you through the
14 results here one by one. If there's someone
15 up there who can advance the -- there we go.

16 As I said, 611 cab riders, a margin
17 of error four percent. This was the second
18 week of August. We do this on our telephones
19 from Utica.

20 We made approximately 6,000 calls
21 and talked to approximately 611 people and
22 asked them these questions.

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1 And if we can go on to the next
2 slide, we'll start with a quick summary of
3 what we found.

4 To divide up cab riders into two
5 categories, frequent and infrequent, we asked
6 the question simply how often do you use a
7 D.C. taxicab. The options were daily, several
8 times a week, several times a month, every
9 couple of months, or never. Those who
10 responded never were kicked out of the survey.
11 And so we only polled those who at least ride
12 in a cab every few months.

13 Frequent cab riders are those who
14 ride daily or several times a week. So, just
15 to give you an idea, infrequent cab riders are
16 those who don't ride more than a few times a
17 month.

18 Among infrequent cab riders, we
19 found that the usage of cabs -- or rather I
20 guess we'd say that the usage of cabs is now
21 more infrequent -- 67 percent as compared to
22 50 percent in 1994. And 20 percent of D.C.

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1 residents don't ever ride in cabs.

2 There was wide variation too. We
3 tracked this by ward, including Ward 8 where
4 it was highest. We'll see that a little later
5 on.

6 We asked cab riders to rate cab
7 service. Sixty-seven percent gave it a fair
8 or poor rating, which we would consider
9 negative. The other third gave it a good or
10 excellent rating, which we consider positive.
11 So overall, two thirds find cab service
12 negative.

13 We asked how easy it is for them to
14 use the zones. And in 1994, 41 percent said
15 it was fairly easy. But now we find that a
16 majority of people find it difficult to use,
17 especially among frequent cab riders; 4 in 5,
18 that's 80 percent find the zones difficult to
19 use.

20 On to the next. We asked about
21 opinions -- switching. We had 48 percent
22 agreed, 49 percent who disagreed with the

1 change -- pretty down the middle.

2 Fifty-four percent support a switch
3 to the time-distance meter; 58 percent to zone
4 meters. We'll get into that distinction in a
5 second when we get to the results.

6 And the support we found varies
7 widely among how easy it is for you -- or how
8 easy you find the zone system to be used. Do
9 you find it easier to use? Seventy percent --
10 or about 70 percent find it difficult to use.
11 They would switch to a meter.

12 Seventy-six percent who find it
13 easy oppose the switch. And 59 percent of
14 those strongly oppose the switch.

15 Go on to the next. Also frequent
16 cab riders are more likely to support the
17 switch to meters. Fifty-three percent agreed
18 with replacing zones with meters.

19 So, we also asked the cab riders
20 why they support the switch. And we'll get
21 into those breakdowns in a second. But there
22 was more consensus among those who were in

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1 favor of the switch.

2 So overall support for the switch
3 to a time/distance meter is highest among
4 frequent cab riders, or riders who find the
5 zone system difficult to use.

6 And obviously, the opposite's true.
7 Infrequent riders -- those who find it easy --
8 prefer things the way they are. So.

9 Now into the detailed results,
10 which you start on page 7. You just kind of
11 follow along with the report.

12 Frequency of cab abuse in the
13 District, and this is among all residents. So
14 this includes those who never ride -- 20
15 percent, those who frequently ride -- 15
16 percent, and those who ride infrequently -- 66
17 percent there at the bottom. You'll see that
18 only two percent ride daily. So, very
19 infrequent use.

20 On to the next. And you see how
21 this changes over time. You'll see this chart
22 -- a lot of this is 1994 data. Here's our

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1 2007 data. And you can see the infrequent
2 ridership -- the pink and the red. It's gone
3 up over time. On to the next.

4 This is the usage by Ward. You'll
5 see this chart a lot too -- Wards 1 through 8.
6 The highest rate of never using a cab -- 50
7 percent in Ward 8, and it comes all the way
8 down to eight percent in Ward 3. So you see
9 wide disparities. Almost zero to one percent
10 daily ridership, except in Ward 5, where we
11 have 10 percent. So there was wide
12 fluctuation.

13 On to the next. And then we looked
14 by income. This is pretty straightforward.
15 As we discussed earlier -- if I could draw a
16 curve for you, those on the low income scale,
17 those on the higher income scale were more
18 likely to use cabs.

19 There are different reasons for
20 that obviously. Those on the lower income
21 scale are less likely to own cars. Those on
22 the higher income scales have more disposable

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1 income.

2 On to the next. The same thing by
3 age. Kids use it a little bit less.

4 On to the next. And so this was
5 where we asked them to rate the cab service.
6 And this is where the 33 percent gave cab
7 service an excellent to good rating. This is
8 considered positive. And the others,
9 negative. And that's a general rating -- not
10 tied to anything specific -- just your overall
11 opinion of how you feel about D.C. cab
12 services.

13 And this is the rating over time.
14 As you see, it's gone down a bit from a big
15 transfer from the good to the fair, which is
16 what we would call a soft transfer over time.
17 But it definitely has gotten more negative
18 since 1994.

19 On to the next. I'll stop briefly
20 if any of the Commissioners have questions.

21 Rating by Ward. You'll see that we
22 had some fairly wide variation. There was

1 some particularly positive marks in Ward 2 --
2 16 percent, Ward 6 -- 16 percent, whereas Ward
3 8 had zero percent gave them an excellent
4 rating. They had a very high negative rating
5 -- almost 90 percent in Ward 8.

6 And you could add up each, and you
7 would see the highest negatives came from Ward
8 7, Ward 8, Ward 4, and Ward 5.

9 On to the next. We asked -- this
10 is the zone question -- how easy is it to use.
11 Forty-four percent said it was easy, 53
12 percent difficult, and then it's fairly evenly
13 split among those who said very easy, somewhat
14 easy. Somewhat difficult -- it's a little bit
15 larger. It's about a third overall. But a
16 majority find it difficult to use. And these
17 are D.C. cab riders. This isn't including
18 tourists or those not from the District.

19 On to the next. Over time, we find
20 that this has gotten a little bit more
21 difficult to use according to the public in
22 both the very difficult and somewhat difficult

1 ratings from the 1994 survey.

2 On to the next. And by Ward,
3 relatively stable across wards. Ward 2 was a
4 little higher. Ward 4, in terms of those who
5 find it difficult. All in all, we consider
6 this fairly constant.

7 On to the next. We asked the
8 satisfaction rate-- how happy are you with it?
9 On a one to five scale, one was very
10 dissatisfied, five is very satisfied with the
11 current system -- the zone fare system. We
12 had 37 percent who were dissatisfied, 28
13 percent who were satisfied, and 32 who were
14 neutral. That's 30 -- we consider that if you
15 disregard the neutral, those people largely --
16 we don't count that into even the two ratings
17 so that you get more people were dissatisfied
18 than were satisfied with the system. Those 32
19 are just considered ambivalent.

20 On to the next. You see that the
21 satisfaction over time has gone down from 41
22 percent to 28 percent. And most of that can

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1 be attributed to a rise in being not
2 satisfied, or just having a neutral opinion of
3 that.

4 And now by Ward, highly variable by
5 Ward. Those who were most satisfied were most
6 likely in Ward 4 and Ward 3. Those who were
7 most unsatisfied were in Ward 2 and Ward 5.
8 We had 32 percent in Ward 5 and Ward 6 who
9 were very dissatisfied with the zone fare
10 system as it currently stands.

11 On to the next. And now we asked
12 simply have you ever ridden in a cab with a
13 time/distance meter. Three quarters of those
14 had said they had. Twenty-four percent did
15 not.

16 On to the next. Over time, this
17 number has fallen. It was 91 percent in 1994.
18 So these days people are less likely to have
19 ridden but three quarters, still fairly high.

20 On to the next. By ward, it's
21 pretty high across the board. Ward 1 had the
22 lowest rating for having ridden in a

1 time/distance cab. I couldn't explain why
2 that is, but I'm sure someone out there can.

3 On to the next. Now we asked
4 respondents -- we gave them a statement. We
5 asked them if they agree with it or whether
6 they disagree with it. They had four options:
7 strongly agree, somewhat agree, somewhat
8 disagree, strongly disagree.

9 The statement was, "Should the
10 District of Columbia replace the current zone
11 system with a time/distance meter?" Opinion:
12 48 percent agreed; 49 percent disagreed. And
13 you see how it's split up here. What we
14 consider the strong opinions are much larger
15 than the moderate opinions. You either
16 strongly agree with it, or you're likely to
17 strongly disagree with it.

18 On to the next. You'll see over
19 time, there's been an increase in both agree
20 and disagree. And that is because back in
21 1994, a good number of people said they were
22 uncertain. They were not sure.

1 Well, now people -- their opinions
2 have hardened. We're much more likely to see
3 an opinion formed, but it's still a two
4 percent difference in '94, a one percent
5 difference now -- just in the opposite
6 direction.

7 On to the next. By ward, here we
8 see the highest disagree marks Ward 1 -- 62
9 percent strongly disagree, Ward 5 -- 54
10 percent. And the strongest agree marks were
11 Wards 2 -- 49 percent, Ward 3 -- 42 percent.

12 And you can go through all the
13 wards, but those were the biggest outcriers to
14 this question.

15 Now, if we look at this, based on
16 how easy respondents said it was for them to
17 use the zone, those that said it was very easy
18 to use strongly disagreed with the proposal.
19 Whereas those who said it was very difficult
20 to use strongly agreed with replacing it.

21 And that's where that finding we
22 talked about earlier came from.

1 Those in the middle, has it's
2 difficulties -- fairly in the middle. So,
3 you're either most likely on one side, or the
4 other.

5 On to the next. And if we ask if
6 you have experience -- we thought maybe
7 there'd be a difference if you had ever ridden
8 in a time/distance cab -- your opinion is
9 probably different it turns out. While if you
10 ever had, you're more likely to agree that
11 maybe we should switch to a time/distance
12 meter.

13 And remember, this is 75 percent of
14 the overall population here, as opposed to
15 this which was 24 percent because they'd never
16 ridden any type of cab. They were more likely
17 to strongly disagree with the switch to a
18 time/distance meter.

19 Now we asked respondents why they
20 would support switching to a meter. Only
21 asked those obviously who did support or did
22 agree that there should be a switch. Almost

1 three out of every four said there would be
2 less overcharging. Sixty-nine percent said
3 that their fare would be related to distance.
4 That's why they could see a direct correlation
5 between business travel and their fare.

6 Sixty-eight percent liked it
7 because their fare is going to be displayed
8 for them. Fifty-eight percent get printed
9 receipts. Forty-nine percent believed that
10 there'd be cheaper fares.

11 Now we go to the next slide. We
12 see why those disagreed. Now in the last one
13 we noticed that there was a lot of consensus.
14 Everything got almost above 50 percent. But
15 here, none of the reasons have garnered 50
16 percent, but they came close.

17 Forty-eight percent said they
18 wouldn't know what the trip cost before they
19 take it. Forty-four percent said that the
20 fares would be more expensive. Forty-four
21 percent said there's no incentive for cab
22 drivers taking a shorter route. This is

1 without -- this would be if you opposed the
2 system though. Forty percent said there would
3 be increased costs because of travel delays --
4 time delays due to traffic. And 27 percent
5 said specific trips that they would take would
6 be more expensive -- preplanned trips, I
7 guess. So less consensus. But now you see
8 the breakdown.

9 On to the next one. Now we
10 presented respondents with three systems.
11 Just a brief statement. We didn't assess the
12 name with it. We just described what the
13 system would be like.

14 The first was the current system
15 -- and actually I can see which order we put
16 them in. There was system A, system B and
17 system C. I want to make sure I get it right
18 for you. This would be on page 11.

19 System A was a zone fare meter.
20 This was the most popular -- I'm sorry. It
21 was the second most popular choice. One third
22 described the zone fare meter with the GPS

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1 which gives you a printed receipt.

2 The most popular system was the
3 time/distance meter. It was 38 percent. It's
4 a simple basic description of the
5 time/distance meter. Your fares tend to be
6 based on time and distance.

7 And 28 percent selected the current
8 system, which is a zone system, or fares are
9 based on geographic zones. Straight forward.

10 So, of the two meter systems, the
11 combined total is 72 percent as opposed to 28
12 percent for the current system that doesn't
13 have a meter on it.

14 On to the next. We looked at this
15 by ward. For those who can't see, the zone
16 meter is blue; time/distance is pinkish
17 colored. And then the darker purple is the
18 current system.

19 There was some strong variation by
20 ward as always. Ward 4 highly supports the
21 zone meter, as does Ward 3.

22 The time/distance meter is the most

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1 popular in Ward 5. It's 58 percent. No, I'm
2 sorry. I'm half-colorblind. I apologize.
3 The current system is 58 percent in Ward 5.
4 It's the only place where the current system
5 was the most popular.

6 The time/distance meter was the
7 most popular in Ward 1, Ward 2, Ward 6, Ward
8 7, and Ward 8, where it was about as close as
9 you can get. Ward 8 was always right on the
10 line.

11 On to the next. Now we asked
12 residents their level of support, which is
13 different than the previous statement, that we
14 say, "If the District of Columbia enacted this
15 change, would you support it?"

16 Well, 58 percent said they would.
17 Thirty-six percent said they would oppose it.
18 This is a switch to zone meters. So it's a
19 majority would support it. And you'll note
20 that the large group in somewhat support it,
21 33 and 25 being 58. So that's almost -- not
22 quite two to one.

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1 On to the next. We look for the
2 support for the zone fare by ward. And we
3 find the highest support in Ward 3, Ward 4,
4 Ward 7 -- those kinds of pads in here, I guess
5 we're saying. Ward 8 is pretty split right
6 down the middle.

7 The highest opposition -- Ward 1.
8 It's the only place where opposition seemed to
9 outrank support.

10 On to the next. And now we asked
11 the same question. How would you support it
12 if the District went to a time/distance meter?
13 Fifty-four percent support, 42 percent oppose.
14 It's a difference of four points from the
15 previous slide.

16 COMMISSIONER HEINEMANN: May I ask
17 a quick question?

18 The questions on these -- just so
19 folks understand -- the question, I guess,
20 it's you asked them if we replaced the current
21 system to a zone meter type of system. And
22 the second question-- current system to time

1 and distance.

2 MR. ROGERS: Yes, sir. That's
3 right.

4 COMMISSIONER HEINEMANN: That
5 explains why you have 54 percent and 58
6 percent. Right?

7 MR. ROGERS: Right. That's
8 correct. I'm sorry.

9 COMMISSIONER HEINEMANN: Got you.

10 MR. ROGERS: So this is to replace
11 the current system -- the zone system -- with
12 a time and distance meter. And the difference
13 is only four points between replacing the
14 current system with a zone fare meter, and
15 replacing the current system with a
16 time/distance meter.

17 But the big movement was from -- I
18 don't know if you remember from before -- but
19 it was 33 percent somewhat supported. Now we
20 have 34 percent strongly support it. So you
21 get a shift in -- and you'll notice strongly
22 oppose. It works out you get the softer

1 opinion on the zone meter, much more strong
2 opinion on the time/distance meter.

3 On to the next. If you look at
4 this by ward -- and I sound like a broken
5 record -- Ward 2, Ward 3, Ward 7 -- strong
6 support. Ward 8 -- right down the middle.
7 Ward 1 -- opposed. And the highest strong
8 opposition -- Ward 4 and Ward 5.

9 And just to give you some brief
10 demographics about cab riders who took part in
11 this event, it's a little different than the
12 overall D.C. population. So this will reflect
13 just those who ride in a cab frequently or
14 infrequently. Pretty well split by age, with
15 the biggest chunk right here -- 35 to 54. Not
16 terribly surprising. People who work.

17 The next. By education. That's
18 pretty well split. Thirty-one percent have
19 college, 25 percent have some college, for a
20 total of 66 percent have some college
21 education.

22 The race -- the majority -- 53

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1 percent are African-American, 37 percent
2 White, Hispanic 6 percent, and Asian 3
3 percent. Pretty well reflects the D.C.
4 population.

5 And onto what should be the final -
6 by employment. Sixty-two percent of cab
7 riders are employed, 18 retired, 9
8 homeworkers, 10 not -- for various reasons.

9 This should be by income. And you
10 see that the largest chunks -- those that make
11 over \$100,000, those that make less than
12 \$25,000.

13 And as we discussed before from an
14 earlier slide, you would see that if we mapped
15 it out, and there are reasons that this
16 variance occurs.

17 And I think that was -- is that it?

18 Frequency of --

19 COMMISSIONER ALLEN: Can you stop
20 right there and repeat how you broke down the
21 income again for me, please?

22 MR. ROGERS: Certainly. If we can

1 go back.

2 We had one third of cab riders who
3 earned annually -- annual income -- less than
4 \$25,000; 10 percent -- that should be at 35.
5 I apologize. So that's 42 percent who make
6 less than \$35,000. \$35,000 to \$50,000 -- 17
7 percent, \$50,000 to \$75,000 -- 15 percent,
8 \$75,000 to \$100,000 -- eight percent,
9 \$100,000-plus -- 17 percent.

10 COMMISSIONER ALLEN: Can I get you
11 to give an analogy of one third or better are
12 less than \$35,000 a year who are the most
13 frequent riders?

14 MR. ROGERS: Well, when we go to
15 the next one, we'll see --

16 COMMISSIONER ALLEN: All right.

17 MR. ROGERS: -- frequency based on
18 income. She was asking frequency of cab
19 riders by income, which is represented here.
20 Those that make less than \$25,000. This is
21 daily, two times, weekly. This is that
22 question from before.

1 We find that 22 percent are
2 frequent cab riders, 56 percent are infrequent
3 cab riders. And then as you move up the
4 income range, it becomes just a little bit
5 more infrequent until you get back to
6 \$100,000-plus -- 20 percent frequent cab
7 riders. You can see the breakout.

8 Those who never ride cabs actually
9 peaks right here at \$35,000 to \$50,000 a year
10 -- 29 percent. The overall average is 20
11 percent. So the infrequency gets a little
12 higher as you move up the income range.

13 COMMISSIONER TAPSCOTT: You said
14 you did this study on 650 people that you
15 called?

16 MR. ROGERS: 611.

17 COMMISSIONER TAPSCOTT: 611. And
18 how many cab drivers?

19 MR. ROGERS: Are in this thing?

20 COMMISSIONER TAPSCOTT: Yes.

21 MR. ROGERS: I don't know.

22 COMMISSIONER TAPSCOTT: You don't

1 know? All right.

2 On the survey that was made in '94,
3 how many people were surveyed on that? How do
4 we reach these figures in comparison to '94?

5 MR. ROGERS: I'd just like to say
6 as I stated earlier, we conducted this survey.
7 The 1994 survey was commissioned by the D.C.
8 Cab Commission and conducted by another party.

9 But I have the -- the 1994 survey
10 had a margin of error of four percent. It
11 doesn't say what the sample size was, but I
12 can tell you doing the math, four percent of
13 the D.C. population would be about 600 --
14 somewhere between 600 and 650.

15 So the margin of error for both
16 polls is four percent.

17 COMMISSIONER HEINEMANN: The margin
18 of error would have to involve a number of
19 people.

20 MR. ROGERS: It would be the same.
21 The sample size for both polls -- the 1984 and
22 2007.

1 COMMISSIONER HEINEMANN: In '94, we
2 interviewed 611 people. Is that what you're
3 saying?

4 MR. ROGERS: I'm saying it was
5 somewhere in there. I don't have the --

6 He asked what the sample size was
7 for the 1994 survey. I told him that I don't
8 have that number off the top.

9 The margin of error for that survey
10 was four percent, which means the sample size
11 was somewhere between 600 and 650, just as our
12 sample size was 611.

13 There were -- in terms of sample,
14 they were very similar surveys.

15 Again, we didn't conduct the 1994
16 survey. I can't speak on behalf of that. I
17 don't know who conducted it or what methods
18 were used. All I can say is that we tried to
19 copy that as close as possible.

20 And the margin for the error for
21 both of them was plus or minus four percent.
22 That's a pretty standard margin of error for

1 any poll that we conduct.

2 CHAIRPERSON SWAIN: Do you have
3 some questions?

4 MR. BETHEA: I have some questions
5 directly related to the survey.

6 My name is Ronald Bethea. I'm an
7 independent owner/operator of a taxicab of --
8 of over 38 years.

9 In your survey, I'd like to know,
10 were any of the statistics used by the survey
11 study that was just done by George Washington
12 University?

13 I'd also like to know is how did
14 you come about with the income ranges on these
15 cab drivers? Was -- was that based on these
16 cab drivers income solely as cab drivers? Or
17 are they income as government workers, or some
18 other supplemented form of income? Thank you.

19 MR. ROGERS: To answer your second
20 question first, the survey was actually of cab
21 riders, sir. I'm afraid not cab drivers. So
22 this would be a representation of their income

1 -- the cab riders' income. A cab rider is a
2 District resident who rides a cab at least
3 once or twice a month.

4 We asked five or six standard
5 demographic questions at the end of every poll
6 -- your gender, your race, what is your annual
7 income before taxes, or your tax adjusted
8 income. And then they respond accordingly.

9 Some people don't like to give us
10 their income, which is fine. It's a very
11 small percentage, usually about five percent.
12 The remainder, they put it in the range.

13 To answer your second question
14 about a George Washington survey, I'm not
15 personally aware of any. I'm not sure if --

16 CHAIRPERSON SWAIN: This survey
17 here was strictly of the riding public. This
18 did not survey the taxicab drivers. The
19 taxicab drivers have another survey. But this
20 one here was strictly for the riding public.

21 It was made through making
22 approximately 7,000 telephone calls to the

1 residents of the District of Columbia.

2 We didn't call Maryland. We didn't
3 call Virginia. They had to be residents of
4 the District of Columbia residing in one of
5 the eight wards.

6 MS. ROBINSON: My name is Carolyn
7 Robinson. I drive Yellow Cab 800, and I've
8 been a public service vehicle operator for
9 over 32 years.

10 I have a question. Probably Mr.
11 Swain can answer it too.

12 How did your organization come
13 about even doing this survey? Did you go
14 through elimination of other companies? Or
15 were you just selected? Or how did you go
16 about having to do this survey, since it was
17 mirrored from the 1994 survey?

18 CHAIRPERSON SWAIN: They were
19 chosen by me.

20 What had happened is that I had
21 sent a request in for companies that had done
22 surveys. And this was one that had recently

1 done a survey for the District of Columbia.
2 And they were chosen by me.

3 MS. ROBINSON: You chose -- you
4 chose this particular company to do the survey
5 in -- in -- in correlation of your own
6 opinion? Was it the Commission's opinion, or
7 how did that come about?

8 CHAIRPERSON SWAIN: No. When we
9 canceled the meeting -- when the meeting was
10 canceled for the public meeting, I looked and
11 I had to make a decision on finding a company
12 to conduct the survey. They had done surveys
13 before for the District of Columbia. And that
14 was the way it was recommended to me.

15 MS. ROBINSON: Okay. But my
16 comment is, your opinion and your survey is --
17 was really tainted. And it does not have the
18 demographics for the citizens of the District
19 of Columbia. Thank you.

20 (APPLAUSE.)

21 MR. HARVIN: I'm Peter Harvin. I
22 drive Diamond Cab 226. I've been driving a

1 taxicab for well over 20 years. Eight years
2 of that, I drove a time and distance meter.

3 CHAIRPERSON SWAIN: Closer to the
4 mike.

5 MR. HARVIN: Yes. I drove a time
6 and distance meter for eight years.

7 My question to you is when you
8 survey people and ask them if they would
9 switch to a time and distance meter, did --
10 did you preface this question by saying would
11 you prefer to switch if the level of service
12 is less? Because with the time and distance
13 meters, the gross revenue for the entire
14 industry will be reduced. They will support a
15 lot fewer cabs, and service would go down.

16 You -- I presume you ask the
17 question assuming the level of service would
18 be the same. But if people were asked the
19 question if it took you longer for a cab --
20 either by calling or on the street -- would
21 you prefer a switch to time and distance, or
22 would you prefer to stay with the same system

1 and have the same level of quick service that
2 we have now.

3 MR. ROGERS: You're correct. The
4 first question was straightforward. Would you
5 prefer a switch from the current system to a
6 zone system based on geography to the time and
7 distance meter? It's a straightforward
8 option. There was no precondition set to any
9 limits. So this is reflective of just an
10 overall -- like to gauge people -- just as we
11 ask overall opinion -- what's your overall
12 rating for cab service. We don't like to
13 taint that by saying in one capacity or
14 another. We would say do you prefer the
15 current system? Do you prefer time/distance?

16 And as you saw, 75 percent of the
17 residents had ridden in a time/distance meter
18 and had some concept therefore of what a
19 time/distance meter was. And I'm sure that
20 the others could pretty well understand based
21 on the short description that a time/distance
22 meter is based on time and distance. That's

1 pretty self-explanatory.

2 And if I could just briefly address
3 the previous question. I would just like to
4 say this was a survey of 611 cab riders in the
5 District of Columbia. There's a margin of
6 error of four percent.

7 We made 7,000 phone calls. The
8 survey is reflective of the D.C. cab ridership
9 population -- those in D.C. who ride cabs.

10 This reflects D.C. opinion. It is
11 the same as if any of our nationally-conducted
12 polls -- our political polls -- there's a
13 slight margin of error. But we stand by this
14 work -- this methodology. And believe that
15 this represents the opinions of cab riders
16 based on the questions.

17 You'll note in the report, we don't
18 hide anything. All of the demographic
19 characteristics are there.

20 Mind you that the demographic
21 characteristics for cab riders is going to be
22 slightly different than the demographic

1 characteristics of the overall D.C.
2 population. Just 25 -- or 20 percent of D.C.
3 residents do not ride in cabs, especially if
4 you saw how different it was by ward.

5 And then the questions as presented
6 to the respondents are written right there
7 verbatim on top of every result. They're
8 written right there next to the 1994 results.

9 And you'll find our statement of
10 methodology which details exactly how it is we
11 go about conducting our poll. It's right on
12 page 2. It conforms to the American
13 Association of Public Opinion Research
14 Standards.

15 And I just wanted to make that
16 point.

17 MR. EDWARDS: First, I just want to
18 say that I commend the -- good morning. And I
19 want to commend you all for an agenda properly
20 today, because the way the agenda was printed
21 and I received that agenda, I thought I had a
22 great concern, and it really bothered me --

1 you know. I thought you had a done deal and
2 you had a consent calendar you were going vote
3 this issue down without us having an
4 opportunity to address this situation.

5 I have been meeting -- my name is
6 Billy Ray Edwards. And I've been meeting with
7 a lot of cab drivers over the last three or
8 four days to formulate a statement from the
9 Concerned Taxi Drivers Association here in
10 Washington, D.C.

11 Zone calculators are not an option
12 for the D.C. Taxicab Commission to consider.
13 Why? One, there is no pinpoint accuracy in
14 the global positioning GPS system recommended.
15 It's only the military that has that
16 capability. And commercial GPS have that
17 triangular capability, accuracy would then yaw
18 somewhere between 10 and 100 feet.

19 Two, the D.C. Taxicab Commission
20 Panel on Rates and Rules do not have any
21 specifications on the GPS device, or the means
22 to check it for accuracy as it would with a

1 time and distance GPS system -- metered
2 system.

3 Legally -- and you can check with
4 your lawyer -- this -- that is why the zone
5 calculator is a voluntary option in the D.C.
6 taxicab regulations.

7 Therefore, we want to go on record
8 against any GPS or meter system for taxicabs
9 in the District of Columbia.

10 This chaotic situation in this
11 industry is a result of the corrupt practices
12 of the D.C. government and the Taxicab
13 Commission when they 1) started selling D.C.
14 face cards illegally and lying over the years
15 for taxicab -- the taxicab test to be
16 compromised.

17 (APPLAUSE.)

18 MR. EDWARDS: Third, overregulating
19 the industry to finance the D.C. government
20 and the University of the District of Columbia
21 by increasing fines allowing themselves to be
22 influenced by outside legislators and other

1 jurisdictional taxes and limousines, allowing
2 them to hack in the city of Washington, D.C.

3 (APPLAUSE.)

4 MR. EDWARDS: Five -- five -- last
5 but not least -- until the D.C. government and
6 the D.C. Taxicab Commission do something to
7 protect the livelihood of legal -- legal
8 hackers, some with 20 to 50 years of public
9 service to the residents and visitors to the
10 city of Washington, D.C., we recommend that
11 all legal hackers licensed to quote fares in
12 the District of Columbia go on strike in
13 conjunction with Mayor Fenty's decision
14 starting at 7:00 o'clock a.m. on October the
15 1st, 2007, to protect your freedom to make an
16 honest living without unnecessary regulations.

17 Others may work knowing the damage
18 they do to this industry and the livelihoods
19 to others. And it's going to be at their
20 risk. Thank you.

21 (APPLAUSE.)

22 CHAIRPERSON SWAIN: Mr. Edwards,

1 could I have a copy of that to add to the
2 report?

3 MR. EDWARDS: Well, excuse me. I
4 tell you what. What I will do, this is just a
5 draft and I worked it out meeting with cab
6 drivers all night last night. And I didn't
7 have a chance. I got about 200 copies here of
8 -- but I had to ad lib and made some editorial
9 changes on this thing. But I'll be glad to
10 let you have it.

11 But anybody who reads this has got
12 the gist of the things that I have just said
13 within this document. I'll be more than glad
14 for you to have a copy of it.

15 And anyone else that would like to
16 have a copy -- you know -- just pass it along
17 to everybody.

18 CHAIRPERSON SWAIN: Thank you very
19 much.

20 (APPLAUSE.)

21 MR. DANIELS: I'd like to say good
22 morning to the Taxicab Commission. Good

1 morning to all the taxicab drivers.

2 I'm a five-generation --

3 CHAIRPERSON SWAIN: What's your
4 name?

5 MR. DANIELS: My name is Mr.
6 Daniels. And I've been a taxicab driver since
7 I was 18 years old. I don't like to state my
8 age at this particular point. But both of my
9 grandfathers drove cabs here in the District
10 of Columbia, along with the late Mr. Marley
11 Schaefer.

12 The taxicab drivers that are
13 gathered here today probably concern nervous
14 worry because they feel that the taxicab meter
15 system may be brought forth. And then the
16 basic concern, they -- Mr. Billy Ray Edwards
17 -- his -- what he had to say was -- is much
18 more detailed than what I'm saying. But I'm
19 trying to get down to the basic facts about
20 the fact that what would happen is that we
21 would make less money with a meter, or with
22 the meter system, which would allow us not to

1 be able to take care of the upkeep of our
2 vehicles, and the upkeep of probably our
3 families.

4 We all believe in the world
5 perspective in a win-win situation. Right?
6 Whenever you deliberate and deliberate with
7 people or anyone, you want to look for a win-
8 win situation. One side winning and another
9 side not winning will not account for total --
10 you know -- more of a line of total
11 satisfaction.

12 So, we're looking for that. And
13 they had a graph up here of the average
14 taxicab driver's earnings.

15 They did not have that up there?

16 CHAIRPERSON SWAIN: That wasn't
17 taxicab drivers. That was the --

18 MR. DANIELS: That was the average
19 citizen?

20 CHAIRPERSON SWAIN: Yes.

21 MR. DANIELS: Okay. All right.

22 Well, I think that when you take a

1 poll that you also want to include the taxicab
2 drivers' earnings. All right? So that you
3 can take a look at what we're averaging and
4 what our average cost is to maintain the
5 vehicle, renew licenses, family upkeep and --
6 you know -- straight across the board.

7 Thank you for listening. I see
8 your acknowledgement, sir. And I hope that if
9 I'm speaking all right -- I'm a little shy,
10 and not -- never really spoke -- you know --
11 just for a crowd and what-not like that.
12 Right?

13 Like I said, I've been driving a
14 cab a long time. And I'm still a young
15 person. And I'm proud of that. All right?
16 It's an honest and decent living. Sometimes
17 it can get a little sticky. You really do
18 learn to deal with the public. That's a good
19 thing.

20 But we do want you guys to
21 acknowledge our earnings in your decision in
22 bringing in a metered system. Some drivers,

1 they just -- they just don't -- definitely
2 don't want meters period. Right? But again,
3 if we can get a win-win situation and what-
4 not, maybe that might be something different.
5 All right?

6 But, it -- when you take these
7 polls, our income is probably one of the most
8 important things in there. And if it goes
9 down, can you imagine where we're at -- where
10 we will be at if we take a decrease in
11 payments, and what the actual cost of living
12 is, and what the actual mortgage is? Right?

13 I haven't bought a home yet.
14 Right? But I'm working on it. And -- you
15 know -- at -- at this particular point, the
16 mortgage companies and Congress -- everybody's
17 into -- into schisms right now. And now we're
18 into schisms. And we need your help.

19 I'm not exactly sure whether or not
20 people are very well to notice that out of all
21 the taxicab drivers within the District of
22 Columbia, we don't have a say-so in voting for

1 who is a taxicab -- who sits on the Taxicab
2 Commission. And the Taxicab Commission is
3 there we hope very dearly in the behalf of our
4 livelihood as well as our safety and the rules
5 and regulations that help to govern us along
6 with helping society to get to and fro.

7 That's all I want to say.

8 (APPLAUSE.)

9 MR. DANIELS: Well, we hope that --
10 you know -- we get a win-win situation with
11 this.

12 I didn't say I wasn't for a meter
13 or a zone meter that figured out what the fare
14 was -- kept the fares the same. I didn't say
15 I was for or against.

16 But our income is the most
17 important thing. And our children, our
18 families -- you know -- that's where we stand.

19 So, we need your empathy in that.
20 And we also like to help to get some kind of a
21 system where we can vote for a Taxicab
22 Commission.

1 (APPLAUSE.)

2 CHAIRPERSON SWAIN: Excuse me.
3 We're going to have to limit everybody's
4 response to three minutes.

5 MR. WRIGHT: Good morning.

6 I had wanted to ask some questions
7 of the Commission. This is not the time for
8 that. Is that correct?

9 CHAIRPERSON SWAIN: That's correct.

10 MR. WRIGHT: All right.

11 CHAIRPERSON SWAIN: If you'd like
12 to ask the Commissioners a question, you can,
13 sir.

14 MR. WRIGHT: Yes. And I some --
15 the -- the person who -- but, first of all,
16 I'm concerned as to what role did the Taxicab
17 Commission play in selecting the -- the person
18 who did the survey. I heard the Chairman. I
19 understand the Chairman was involved.

20 But I'm concerned the Commission
21 -- who we look to for leadership, what role
22 did they have to play in it? How come the cab

1 drivers were not even considered? And what I
2 heard this morning, we're not even considered
3 in all this that stuff that's going on. It's
4 somebody else is being considered, and not us.
5 And I'm concerned about that.

6 What role did the Taxicab
7 Commission -- all you eight people up there --
8 have in doing what we're doing here this
9 morning?

10 CHAIRPERSON SWAIN: Mr. Wright, I
11 chose the Zogby company. I chose to have the
12 telephone poll made. And also there was a
13 drivers' poll that was made also, sir.

14 MR. WRIGHT: The drivers' poll was
15 an insult -- you know. The drivers' poll was
16 an insult.

17 (APPLAUSE.)

18 MR. WRIGHT: So this gentleman here
19 -- I noticed you say -- that you indicated
20 that people in the Southeast did not know the
21 fare. That's a joke.

22 You try to tell someone in the

1 Southeast in Ward 7 -- out there, give them
2 the wrong fare and see how fast they tell you
3 what the fare is.

4 (APPLAUSE.)

5 CHAIRPERSON SWAIN: Mr. Wright, you
6 said that --

7 MR. WRIGHT: In his presentation,
8 he indicated --

9 CHAIRPERSON SWAIN: People in
10 Southeast -- the people that responded back,
11 that was their response, sir.

12 MR. WRIGHT: Ward 8. He's saying
13 Ward 8.

14 I'm saying to you -- I'm saying to
15 you, sir, that can't be right. You can -- you
16 -- you ride anybody in Ward 8 or 7, and they
17 all know what the fare is if you make a
18 mistake and give them the wrong fare.

19 So, he's wrong about what he's got
20 there.

21 Now a whole lot of stuff he's got
22 there is wrong. But that's the one that stuck

1 out to me.

2 So, I just want you to know that.

3 CHAIRPERSON SWAIN: Thank you very
4 much.

5 MR. WRIGHT: Now, what I need to
6 know from -- also how did you go about
7 phrasing the question? You know -- it's been
8 said -- and they -- they'll tell you can --
9 that you can get to 7 and get what you want.
10 And I say we got what somebody wants, not what
11 we want, but what they want.

12 CHAIRPERSON SWAIN: Mr. Wright, you
13 asked the question. Those questions were
14 mirrored on the questions that were with the
15 1994 survey.

16 MR. WRIGHT: Well, what about --
17 what about his survey? He said he made a --
18 he did a comparison.

19 CHAIRPERSON SWAIN: Those questions
20 were mirrored off of the questions that were
21 asked in 1994, sir.

22 MR. WRIGHT: All right.

1 Could I ask another question?

2 Did you determine the accuracy of
3 the people who don't know this and don't do
4 that? Did you look at the Taxicab Commission
5 over on Martin Luther King? Did you go in
6 there and look at their files about how many
7 complaints they had with respect to
8 overcharges, dissatisfied with the service?
9 Did you do anything to look at the record, to
10 establish in the office that was there to at
11 least back up what you've got here. How --
12 how were they compared? Did you look at the
13 records in the Taxicab Commission to see how
14 many complaints they had of dissatisfied
15 people?

16 MR. ROGERS: That was not part of
17 the survey.

18 MR. WRIGHT: It was not part of the
19 survey? You did not think it was very
20 helpful to you to look at what they got in the
21 office over there to determine if this is
22 really accurate -- what the people are telling

1 you?

2 CHAIRPERSON SWAIN: Mr. Wright, I
3 think if you make 7,000 phone calls and you
4 get responses back from 600 people, and the
5 600 people said that their concerns are
6 overcharging. Their concerns are the quality
7 of service. I don't see how looking at what
8 we -- we didn't have a hand in this. All we
9 did -- we provided them with the questions
10 that we wanted. And they called the riding
11 public. They called the riding public. We
12 didn't call the riding public. They called
13 the riding public.

14 MR. WRIGHT: But do you not --
15 would you not, Mr. Chairman -- would you not
16 agree -- the office and your records -- the
17 people who ride cabs, who call cabs who are
18 dissatisfied and having complaints,
19 overcharging or whatever, does that not
20 reflect some of what's going on as to whether
21 there needs to be a change or not?

22 CHAIRPERSON SWAIN: A lot of people

1 who call our office and file complaints are
2 people that live in Maryland and Virginia.
3 We're talking about interstate service.

4 Individuals that were called on
5 this survey were from Washington, D.C., and
6 Washington, D.C. alone, sir.

7 MR. WRIGHT: I'm not talking about
8 this area, per se. I'm talking about the
9 complaints in your office.

10 Would that indicate that it's
11 widespread -- two thirds dissatisfied? Do you
12 have that kind of documents in your office
13 that would indicate to you that's a real
14 problem in this city?

15 CHAIRPERSON SWAIN: I receive
16 enough complaints in the office to understand
17 that yes, sir, it is a problem in the city.

18 Now, but understand this. This is
19 just one part of it. What we're doing here is
20 gathering information to make a recommendation
21 to the Mayor. The Mayor will make the final
22 decision.

1 MR. WRIGHT: Why were not cab
2 drivers involved in the survey, since we're
3 the ones that go out there and drive 24 hours
4 a day, get shot -- buy cars, invest our money
5 -- do all these things that the government
6 don't have to do? Why would we not be
7 involved in something that's going to affect
8 our livelihood, not only the public, but in
9 our livelihood? Why would we not be involved?

10 CHAIRPERSON SWAIN: Mr. Wright,
11 I'll say it again that there was a drivers'
12 survey, which drivers were involved in. The
13 drivers' were not involved in the telephone
14 poll unless the drivers actually answered the
15 telephone.

16 MR. WRIGHT: Mr. Chairman, that
17 survey -- I don't how or who made it up -- but
18 it was a joke.

19 Why would you not have a separate
20 survey that was separate to ask the question
21 whether a driver wanted this meeting or not?
22 Because in this survey, he mentioned something

1 about drivers -- about the public being
2 interested in the public being interested -- I
3 -- I hear you, Ms. Thompson -- telling about
4 -- I'm going to the end. I hear you.

5 Why wasn't that -- why was not the
6 -- what I'm trying to find out, how could he
7 get information from the public about the zone
8 taxi meter when that's not even here for them
9 to ride in? They don't use it. So how could
10 they give an opinion about that? And --

11 CHAIRPERSON SWAIN: Mr. Wright --

12 MR. WRIGHT: And I -- and I didn't
13 reflect -- I'm asking him now.

14 CHAIRPERSON SWAIN: You were
15 looking at me.

16 MR. WRIGHT: Well, I'm looking at
17 you, but I'm asking him. How could the public
18 in this survey -- how could they give an
19 opinion about the zone meter when it's not in
20 effect? They don't ride that now. They don't
21 -- they're not charged by it. I'm not saying
22 they haven't heard about it.

1 MR. ROGERS: We examined three
2 systems. The current system, the zone system
3 -- a zone fare system and a time/distance
4 system.

5 And when we asked that question as
6 it's written on page 11 -- you'll see the
7 question as it was presented word for word --
8 we described each in two sentences very
9 simply. The current system -- zone --

10 MR. WRIGHT: What did you tell them
11 about the zone system? What did you tell them
12 about the zone system? What about the zone
13 system?

14 MR. ROGERS: Well, if you like,
15 I'll read it for you.

16 "The zone fare meter system with
17 the GPS calculator or meter that ensures the
18 passenger's pay an accurate zone fare and
19 produces a printed receipt.

20 "A time and distance meter system
21 similar to those used in other cities where
22 rates are based solely on a meter calculating

1 distance traveled and time spent in the cab,
2 and produces a printed receipt.

3 "The current zone system where the
4 city is divided into geographical zones, and
5 the rate is based on the number of zones
6 traveled. A receipt is written out by the cab
7 driver."

8 MR. WRIGHT: And you say --

9 MR. ROGERS: Those are the three
10 options presented to respondents.

11 MR. WRIGHT: And you say that the
12 zone system got what percent?

13 MR. ROGERS: Thirty-eight percent
14 chose a time and distance meter system.
15 Thirty-three percent chose a zone fare meter
16 system. Twenty-eight percent chose the
17 current zone system. Only one percent were
18 not -- or chose none of the above.

19 MR. WRIGHT: So you're saying that
20 33 percent of the people who -- well, they had
21 given you an answer their preference for a
22 zone system that they don't know anything

1 about, as opposed to a time and distance
2 meter. Right? That's what you're just
3 saying?

4 MR. ROGERS: If you say so. I
5 didn't understand your question.

6 MR. WRIGHT: Thank you. Thank you.

7 (APPLAUSE.)

8 MR. BUGG: Good morning. John Bugg.
9 Washingtonian Cab.

10 This -- you had quite a few
11 graphics up there. And the graphics -- the
12 graphics that you had up there, and you said
13 you called quite a few people. You had quite
14 a few people paged or whatever.

15 How many of these people are you
16 -- do you know that even ride a cab? You
17 know, I mean, usually when somebody calls for
18 a survey, and people say anything -- you know.
19 So all of these people here in this audience
20 and the ones out there in the street, this --
21 these graphics that you brought in here is
22 supposed to affect our lives if it goes

1 through.

2 Now, how many people did you survey
3 to know anything about a meter -- any -- of
4 any kind?

5 MR. ROGERS: 611.

6 MR. BUGG: I mean, where did you
7 get the figure from?

8 MR. ROGERS: That's how many phone
9 calls we made. We made over 7,000.

10 Sorry. We made over 7,000 phone
11 calls.

12 The first question was how often do
13 you ride in a Washington, D.C. or a District
14 taxi. That question was asked of over 700
15 respondents. 611 responded that they had
16 ridden in a cab at some point. Twenty percent
17 said they never rode a cab. Those people
18 would have been thrown out so that we're only
19 talking to people who ride in a cab at least
20 once, twice a year -- people who we consider
21 infrequent cab riders.

22 MR. BUGG: Are you sure that these

1 people rode in a cab? Are you sure that --

2 MR. ROGERS: I mean, we --

3 MR. BUGG: -- these are cab riders?

4 MR. ROGERS: We base all that we do
5 -- not just in the polling business, but in
6 public service in general, when we talk to
7 people on the phone they're being honest with
8 us.

9 We called enough people on the
10 phone in scientific research where you talk to
11 611 people in the Washington, D.C. area, you
12 get a margin of error of four percent. That
13 margin of error is there because there are
14 going to be -- as with anything -- there are
15 going to be anomalies. I'm sure there might
16 be someone who doesn't fully understand the
17 question here, or doesn't give an honest
18 answer there.

19 But I, sir, don't for the life of
20 me understand why someone would respond to a
21 poll question and lie about whether they ever
22 rode in a cab or not. We choose sample sizes

1 so we get an accurate reflection of the
2 general public. We do a nationwide poll, we
3 survey on average 1,000 -- 1,200 people. And
4 we can get a poll that represents the
5 nationwide population down to three percent
6 plus or minus.

7 Here, we did 611 people in the
8 District of Columbia, plus or minus four
9 percent.

10 MR. BUGG: Okay. I want to -- I
11 want to hear from the Commission. Who paid
12 for this particular survey?

13 CHAIRPERSON SWAIN: The money came
14 out of our budget.

15 MR. BUGG: Out of the budget?

16 CHAIRPERSON SWAIN: Yes.

17 MR. BUGG: It didn't come out of
18 the assessment money?

19 CHAIRPERSON SWAIN: Mr. Bugg, you
20 know that the D.C. Taxicab Commission has
21 absolutely no way of taking money out of the
22 assessment fund. I told you that before.

1 MR. BUGG: Okay.

2 CHAIRPERSON SWAIN: We do not --
3 the D.C. Taxicab Commission --

4 MR. BUGG: I want to leave you with
5 one thing. I want -- you know -- I saw the --
6 I saw these graphics up here. And I don't
7 agree with any of them.

8 And I'd like for everybody to
9 understand exactly what a taxicab is in the
10 first place. It is the extension of every
11 mode of transportation you can think of. When
12 the subway breaks down, the taxicab driver.
13 When you come out with your brand new Cadillac
14 and you're going to a wedding or a funeral,
15 and you get that key and it don't turn, and I
16 come down the street with my taxicab, your
17 hand goes up.

18 Now I want to be able -- able in my
19 mind to equate to the graphics that you had up
20 there, being that I know what the taxicab is
21 -- you know. So, I'd like to close by saying
22 everybody in this room will leave here -- we

1 should go out and -- and -- and talk to
2 whoever we know, because this is time.

3 And it looked like to me, and
4 everybody keep talking about that GPS system.
5 If we get a GPS system, we belong to whoever
6 hook up -- can hook up to that satellite. And
7 I want everybody in here to understand, it's
8 not about -- this thing's not about meters and
9 zones. It's about the GPS.

10 Thank you.

11 (APPLAUSE.)

12 MR. LUCAS: My name is William
13 Lucas. I drive Yellow 501.

14 I got a couple questions -- a
15 couple comments.

16 When I talked to you, Mr. Swain, in
17 reference to this telephone call that you told
18 me that it was going to be 15,000 phone calls
19 made. How come it went down to 7,000?

20 CHAIRPERSON SWAIN: Because I
21 thought it would probably take that many to
22 get the number that they had. It only took

1 them 7,000 to get --

2 MR. LUCAS: Well, I don't know.
3 That's what he's saying. You acted as a
4 dictator.

5 CHAIRPERSON SWAIN: Well, let's put
6 it this way, they made 7,000 phone calls.
7 They got the returns back. The facts are
8 being presented to you, sir.

9 I didn't make the phone calls. I
10 didn't walk into their office and pick the
11 people to make the phone calls. I didn't pick
12 the time to make the phone calls.

13 I hired a reputable company which
14 does this on a national basis, and we now have
15 the report.

16 MR. LUCAS: That the graphics that
17 were put up there, I totally disagree with.
18 And anybody -- I think on one thing there
19 where he said -- where he said that the strong
20 -- 53 percent strongly agreed that it was
21 difficult to understand the system. I
22 disagree with that because if you got 53

1 percent of people -- these are supposed to be
2 cab riders -- riding cabs. Believe me, 50
3 percent of them know what the fare is. So
4 that's wrong.

5 And there's a couple other things
6 on that graphic that I totally disagree with.

7 This is a question to you. You
8 know when you like go in court, and the lawyer
9 starts to lead the witness, did you lead these
10 people that you were surveying like -- like
11 you had suggested --

12 MR. ROGERS: Sir, I can again state
13 that in this report, you'll see verbatim what
14 was read to the respondents on the phone.

15 We have callers who sit in a booth.
16 It comes up on the computer screen. There is
17 a script. And the questions here are written
18 word for word. They go down the line.

19 The responses that were provided
20 are the ones that are listed down here with
21 the numbers next to them. They started with
22 question one and they worked their way down.

1 And it's as straightforward as that. There's
2 no hidden message here.

3 As part of being a polling firm and
4 having -- we're required to meet certain
5 standards. And one of them is that we
6 disclose all results -- every question that
7 was asked. We can't cherry pick and leave one
8 question out or two.

9 If we release a poll, every single
10 question is in here, every demographic is in
11 here, everything that was read to the
12 respondents is listed in here. There's
13 nothing that has been left out.

14 And we stand by those methodologies
15 -- the same methodology we use for every poll
16 we conduct for our thousands of clients
17 nationwide -- political candidates, government
18 organizations, nonprofits. You name it. And
19 it's all right here.

20 So if you feel the question itself
21 was worded incorrectly, I'd just say that this
22 was simply based off the 1994 survey that was

1 put together by the D.C. Cab Commission.

2 And other than that, it is as
3 printed.

4 MR. LUCAS: How did you come about
5 as to who to call?

6 MR. ROGERS: We have lists. There
7 is a massive database of phone numbers in this
8 country.

9 And we take a list -- a giant list
10 of thousands -- hundreds of thousands of
11 residents in the District of Columbia. You
12 randomly select phone numbers from that list.
13 And you begin calling those numbers. And you
14 go through -- as the chairman mentioned, you
15 go through over 7,000 phone calls. You get
16 700 people who will actually answer the
17 question. Maybe they're not home. Maybe the
18 phone number's not good.

19 And you get down to that 700, and
20 then you end up with 611 who ride cabs. That
21 was the survey size -- the sample size we were
22 aiming for. And you talk to those 600 people

1 and this is what they say.

2 And we considered that this is
3 reflective of the D.C. population -- cab
4 riders in the District of Columbia, plus or
5 minus four percent. So 95 percent of the
6 time, these results --

7 MR. LUCAS: Did you know out of
8 these people -- did you know whether you was
9 calling an equal number of riders in east
10 ward?

11 MR. ROGERS: As the ward numbers
12 are broken down, we started off calling an
13 even number of people in every ward, whereas
14 as randomly distributed, I mean, it's going to
15 be always right on the line. But that was
16 across the board.

17 And as you saw from the first
18 question, in Ward 8, 50 percent of the people
19 never rode taxicabs. So from there on --

20 MR. LUCAS: Well, I think that's
21 wrong--

22 MR. ROGERS: This is a survey of

1 D.C. cab riders. So this survey is reflective
2 of a random sample of Washington, D.C. cab
3 riders.

4 The fact that people in Ward 8 are
5 less likely to ride cabs, it means they're
6 less likely to respond to a survey about cab
7 ridership. So this is reflective of cab
8 ridership.

9 And if it's low on Ward 8, it's low
10 on Ward 8. If it's higher in Ward 2, it's
11 higher in Ward 2. You poll the people who
12 ride cabs.

13 CHAIRPERSON SWAIN: Time.

14 MR. LUCAS: Okay. Anybody that
15 knows anything about Washington, D.C. knows
16 the people living in Ward 8, they're 50
17 percent -- the people live out there, that
18 they're -- that statistic is wrong.

19 MR. LEWIS: Good morning, ladies
20 and gentlemen.

21 My name is John Keith Lewis,
22 Independent 2048. I've been driving for about

1 three years now.

2 And my comment is kind of like a
3 nonbiased comment toward the meters versus
4 zones.

5 They say this is like a taxicab
6 public hearing, and most of the people I've
7 seen here is like taxicabs. And when you --
8 you know -- that's one little survey that I
9 think that means a lot right now -- here and
10 now.

11 Then you got most of the people
12 that drive cabs -- ride cabs in D.C. They
13 don't really -- they always ask me what I
14 think is best -- meters or zones. They -- to
15 me, it's like really don't make them no
16 different. I mean, I just -- I just think
17 that -- I mean, if it's something bigger than
18 that cab drivers should be aware of that and
19 -- you know.

20 But as far as meters and zones in
21 D.C., for like eight mile radius area, I don't
22 -- meters is good for that -- for that.

1 Because I think you can go -- I think D.C.'s
2 only like eight miles across. And you know
3 -- when you talk -- you know -- when I mean,
4 being in all fairness, I mean, I know the
5 tourists and everything bring in a lot of
6 revenue to the city. And they're used to
7 meters, and -- in their states. And so what
8 -- but you got to respect the cab drivers that
9 work here and live here in terms of what they
10 have to go through, especially picking up
11 young kids, spitting up, throwing stuff all
12 over the city -- you know.

13 It's very important to consider our
14 feelings and our concerns and -- you know --
15 hopefully there could be a middle -- a middle
16 ground for this meter/zone issue.

17 Polls is just -- you know -- trying
18 to -- you know -- people that got to walk four
19 or five blocks, I mean, they want to jump in a
20 cab for \$2 or \$3, you should walk. I mean, if
21 you want to impose -- you know -- green --
22 going green, that's a good way to -- you know

1 -- oppose going green -- you know -- you know.
2 You're walking two or three blocks -- you
3 know? Most people that catch cabs, they
4 already know they're going at least 20 blocks.

5 That's my comment. And hopefully
6 -- you know -- it'll touch where it belongs.

7 (APPLAUSE.)

8 CHAIRPERSON SWAIN: Thank you.

9 MR. ARMES: Good morning. My name
10 is Leroy Armes. I drive a Yellow cab. I have
11 a zone meter in my cab as part of the overall
12 dispatch system that we employ.

13 CHAIRPERSON SWAIN: Excuse me, sir.
14 Could you repeat your name again please?

15 MR. ARMES: My name is Leroy Armes
16 -- A-R-M-E-S.

17 CHAIRPERSON SWAIN: Thank you.

18 MR. ARMES: There's a lot of
19 information on the board. I wasn't able to
20 digest it all. There were a few things that
21 stuck out.

22 The questions that I'm going to ask

1 are questions that I hope the panel in its
2 deliberations will consider in terms of how
3 much weight do you give to these particular
4 points.

5 For example, there was a
6 significant increase in the number of people
7 that were dissatisfied with the taxi service
8 according to your report -- with the zone
9 system -- a significant number of people who
10 didn't understand the zone system. Okay?

11 If you mean by the zone system the
12 zone map -- is that what you meant?

13 MR. ROGERS: Yes.

14 MR. ARMES: Okay. I've been
15 driving a cab 15 years-plus. I'm not so sure
16 the zone map has ever been changed.

17 So if there has not been a change
18 to the zone map, where does the increase in
19 the misunderstanding come from? I think part
20 of it is the influx of people into the city --

21 (APPLAUSE.)

22 MR. ARMES: -- who have been

1 accustomed to seeing meters. Okay?

2 Now, I'm not suggesting that that's
3 right or wrong. I'm simply saying that when
4 you assess the report, I think there needs to
5 be some discussion of well where did this
6 increased dissatisfaction come from?

7 One of the last graphs said -- you
8 asked residents if we change to either zone or
9 time/distance meter, will you support it.
10 What does "support it" mean? If it's changed,
11 my option is to ride or not ride.

12 So, the words -- again, I asked the
13 Commission to -- to think about that word
14 "support," and what exactly does that -- does
15 that mean.

16 A single parent who's got to go to
17 her grandmom's house in the evening to pick up
18 her baby doesn't have a choice. Whatever
19 system it is, she still has to get in a cab
20 and go get the baby. So those kinds of
21 questions -- I mean, when you -- when you go
22 through the report, I would appreciate if you

1 really look at those questions and kind of try
2 to determine how much weight you put on it.

3 The other question that I had was
4 -- again, it was just -- I'm not as smart as
5 most of these guys. So I couldn't digest all
6 that information.

7 But when we talked about income,
8 I'm a taxi driver. I ride real people who
9 have real places to go, who pay real fares.
10 Lots of my people are folks that go to Wendy's
11 -- work at Wendy's, work at McDonald's. They
12 work at Pentagon City on Sundays. And they
13 are people who live in -- who have the least
14 disposable income of all the people in the
15 city.

16 Many of these folks that you polled
17 are businessmen. They work in jobs where
18 they're either reimbursed for their fares, or
19 they charge fares to clients. If they're
20 attorneys, they charge it to the client --
21 those kinds of things. And they have no --
22 they have no direct monetary impact, no matter

1 what the system is.

2 Again, that kind of stuff needs to
3 be discussed as you make this recommendation.

4 Now this may be heresy because
5 everyone -- I drove -- I was one of the 25
6 with the meters. And everyone says that that
7 was ridiculous. It was a sham and -- you know
8 -- we decided we didn't like the results of
9 that one, so we're throwing it out.

10 Let me give you a real life
11 example. This is not anecdotal -- real life.

12 I pick a young lady up -- 5400
13 block of Call Place, Southeast. She goes to
14 Wash -- I'm sorry -- she goes to Childrens'
15 Hospital three times a week for service.
16 Under the zone system, her fare is \$14.60 or
17 \$15.60, depending on if it's rush hour. The
18 same ride with the computer ranged from \$21.00
19 to \$23.00.

20 (APPLAUSE.)

21 MR. ARMES: I don't have much time.
22 That's roughly a 40 percent increase for the

1 same ride for the same service. And this lady
2 has no dog in this fight.

3 The tourism industry says that
4 meters will make tourists more comfortable and
5 all that kind of stuff. New residents to the
6 city say they would be more comfortable if
7 they could see the fares and all of that.
8 That's fine. But why should a portion of the
9 community foot the bill for someone else's
10 comfort?

11 The last thing I want to say, and I
12 had a statement that I probably don't have
13 time to read. But I plead with this
14 Commission to not -- to oppose time/distance
15 meters. I plead with you.

16 This is the first time that we have
17 had -- throughout all the years of discussions
18 about improving the industry, this is the
19 first time that we've had an alternative that
20 may provide those that have concerns about
21 being charged the right amount that would
22 address their concerns while not having the

1 unintended consequences of 1) lowering
2 drivers' fare -- I'm sorry -- daily income.
3 You see, because if I lose one for-zone job,
4 can you assure me that I will make it up if
5 I'm stuck in traffic somewhere -- I'll make up
6 that \$15.00?

7 Cab drivers make their money by
8 running complete jobs and getting complete
9 fares. Add-ons like a buck for stopping at
10 the ATM, \$2 for waiting for you to go get a
11 cup of coffee -- that doesn't make our living.
12 We make our living from whole jobs.

13 Being stuck in traffic and we make
14 an extra \$4.00 or \$6.00 on a run does not
15 raise our bottom line, because while I'm stuck
16 in traffic making \$6.00, I could be getting a
17 whole fare making \$8.80 -- \$10.60 -- whatever.

18 So I appreciate -- you know -- I
19 appreciate the opportunity to speak. And I
20 just ask --

21 (APPLAUSE.)

22 MR. ARMES: And I just ask -- and I

1 just ask this. This is a diverse city, both
2 ethnically and socioeconomic. Please don't
3 abandon the people who need your protection.
4 This isn't about -- the meters is one thing.

5 But the other thing is, we're
6 talking about public policy. And as we strive
7 toward urban chic, we need to understand that
8 there's a segment of this community that needs
9 to be protected.

10 CHAIRPERSON SWAIN: Thank you.

11 MR. DILBER: For the record, my
12 name is Eugene Dilber. I drive the Yellow Cab
13 for many years. I've been in this industry
14 for many, many years.

15 I have a couple of questions -- you
16 know -- personally to this gentleman right
17 here. You know, I didn't catch your name.
18 And I hope you won't mind if you answer that.

19 CHAIRPERSON SWAIN: Sir?

20 MR. DILBER: Yes.

21 CHAIRPERSON SWAIN: Would you spell
22 your last name, please?

1 MR. DILBER: It's Dilber -- D-I-L-
2 B-E-R. D as in David, I-L-B-E-R.

3 CHAIRPERSON SWAIN: Thank you.

4 MR. DILBER: All right. Okay.

5 You conducted a survey. Right?

6 MR. ROGERS: Yes.

7 MR. DILBER: Are you responsible?

8 MR. ROGERS: Well, I worked --

9 MR. DILBER: Yes or no?

10 MR. ROGERS: Yes.

11 MR. DILBER: Well, I --

12 CHAIRPERSON SWAIN: Excuse me, sir.

13 MR. DILBER: Well, I -- I --

14 CHAIRPERSON SWAIN: Sir? Sir?

15 MR. DILBER: I'm asking you right

16 now --

17 CHAIRPERSON SWAIN: Sir?

18 MR. DILBER: Yes?

19 CHAIRPERSON SWAIN: Let's try to be
20 respectful to each other. This is not
21 adversarial.

22 MR. DILBER: Well, I've been

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1 respectful -- you know -- to -- you know -- I
2 apologized in the beginning.

3 CHAIRPERSON SWAIN: Well, you --

4 MR. DILBER: He can stop me any
5 time.

6 CHAIRPERSON SWAIN: No. No. I can
7 stop you.

8 MR. DILBER: He's not going to
9 answer that. Okay.

10 CHAIRPERSON SWAIN: I can stop you.

11 MR. DILBER: All right.

12 The second thing is like what about
13 your experience? Did you ever survey any
14 other transportation company before, or any
15 meter and transportation issues in any other
16 city or any other area?

17 MR. ROGERS: We've conducted
18 numerous surveys for many government
19 organizations.

20 MR. DILBER: No. For
21 transportation. My question is
22 transportation.

1 MR. ROGERS: Yes.

2 MR. DILBER: Okay. So do you have
3 prior experience on this?

4 In your data, there's no way shown
5 anything about your explain to these people --
6 how you explain it about the mile and distance
7 meter -- the aftermath of traffic, or special
8 event which we have frequently in the city --
9 you know -- the traffic block, and how the
10 fare and the prices will -- between those
11 events, days and the -- the regular dates.
12 Did you include that in your survey?

13 MR. ROGERS: No. It was a general
14 decision between the current zone system, the
15 time and distance meter, and a zone fare
16 meter.

17 MR. DILBER: So people are not
18 aware of problems -- you know -- for this
19 whole thing. We are thinking of changing from
20 zone system to the meter. People are not
21 aware of -- you know -- what they are paying,
22 and how much this is going to be -- I gather

1 it to mean the regular user of D.C. taxicab --
2 daily basis.

3 Because most of my customers are
4 people who never obtain a drivers' license --
5 who don't know how to drive. You know, from
6 zone 5A or to -- you know -- all the way down
7 -- Brentwood Post Office. Those elderly
8 ladies -- early morning workers -- you know --
9 going into Georgetown Cafe from Southeast,
10 never had drivers' license. So it's going to
11 go -- that -- that money's going to go from
12 their pocket. Right?

13 In -- and those special events or
14 road blocks or -- you know -- sports games --
15 all those kinds of things.

16 So you did not include that data in
17 there? I mean, I didn't see anything. Right?
18 Okay.

19 Well, that's all.

20 CHAIRPERSON SWAIN: Thank you, sir.

21 (APPLAUSE.)

22 MS. SEEGARS: Well, good morning or

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1 afternoon -- whatever time it is. I'm Sandra
2 Seegars, an ANC Commissioner. I'm a former
3 Taxicab Commissioner.

4 Commissioner Heinemann, what ward
5 do you live in?

6 COMMISSIONER HEINEMANN: Six.

7 MS. SEEGARS: Ward 6. Okay.

8 According to this survey, I spoke
9 with Jim Graham's office, the Council member
10 -- and he was saying that most of his people
11 calling in because they want it to change to
12 the time and distance meter. According to the
13 survey -- I don't know who you called -- but
14 according to the survey, they don't want the
15 time and distance meter. So people in Ward 1
16 are satisfied with what they have basically.

17 If you look at the survey, on one
18 page he was saying that there was three issues
19 -- the meter, the zone meter, and the zone.
20 And he combined the meter and the zone meter
21 together and said people wanted meters.

22 You can also combine them and say

1 people want zone, because the zone meter is
2 the zone, and the zone is the zone. So you
3 can do it either way.

4 Okay. With the zone meter, if you
5 decided to go to that, it's only one person
6 that I know of who's making a zone meter. And
7 that's the guy from Canada, I believe. So you
8 get a monopoly. So you're going to think
9 twice on whether you want one person to do it
10 or many people to do it.

11 But the riders have a choice,
12 because they have to go to one person. That
13 person can charge anything he want. Just like
14 the PEPCO, Washington Gas and the Water
15 Department. They'd be owing themselves to
16 that company.

17 And from what I'm seeing, the
18 taxicab industry is the most overly regulated
19 industry in the District.

20 (APPLAUSE.)

21 MS. SEEGARS: We have an entire --
22 we have entire Title 31, just on -- a whole

1 book. And that's kind of ridiculous.

2 The complaints that come into the
3 office -- okay -- to the office, I believe
4 even now it's about one percent of 7,000
5 riders. There's not that many complaints
6 coming in.

7 And as far as overcharging or
8 somebody arguing about the zone, that's
9 usually not the case. It's usually rudeness
10 as opposed to complaints on overcharging.

11 So I think what the Commission
12 needs to do along with the cab inspectors --
13 Mr. Smith -- and the police, is to enforce the
14 laws that we have now by keeping Maryland and
15 Virginia cabs out of D.C.

16 (APPLAUSE.)

17 MS. SEEGARS: If you started there,
18 I believe that the drivers will support the
19 Commission more, because right now it's just
20 trying to sock it to you more.

21 Meanwhile the Maryland and Virginia
22 cabs continue to come into the District. And

1 the limos. Exactly.

2 So I've been going around talking
3 to people and even the residents are mainly
4 concerned about a flat rate. And this --
5 that's why they want to go to the zone meter,
6 because they want the flat rate.

7 So why should cab drivers pay to
8 continue to have a flat rate? The cheating is
9 not that bad that they'd have to have a reader
10 to tell them the zone says 1, 2, 3, 4, 5
11 zones.

12 And lastly, the survey that the
13 drivers are using the cab -- using the meters
14 in the cab. What happened to that? Why
15 didn't he show that up on the screen? They
16 went to a totally different type of survey.

17 MR. ROGERS: We were only
18 commissioned to conduct a survey --

19 MS. SEEGARS: Mr. Swain?

20 CHAIRPERSON SWAIN: Thank you.

21 The gentleman who did that part of
22 the survey, he was unavailable today. But

1 that survey will be on the web -- yes. The
2 gentleman who did the survey on the driver
3 survey, he was unavailable. He has had
4 problems with his family.

5 But the survey is on the website,
6 or will be up on the website by the close of
7 business today.

8 Now additionally, remember. All
9 this information is being forwarded to the
10 Mayor. All we're going to do is make a
11 recommendation. Everyone here has the
12 opportunity to contact the Mayor's Office for
13 additional comments if they like.

14 MS. SEEGARS: And I understand that
15 what you just said is you're going to make a
16 recommendation to the Mayor. And I'm
17 wondering, is the recommendation going to be a
18 meter, or a zone meter? Or just the fact that
19 he should opt out and let the city do what
20 they're supposed to do?

21 This shouldn't vote. Just tell
22 them to opt out. Let Congress stay out of it.

1 And then you all make the decision.

2 Right now, I don't think you all
3 are ready to vote on anything, from what I'm
4 looking at.

5 CHAIRPERSON SWAIN: Time's up.

6 MS. SEEGARS: Okay. Of the drivers
7 here now, how many want them to stay --

8 (APPLAUSE.)

9 MR. BROOKS: Good afternoon,
10 everyone.

11 My name is Alonzo G. Brooks. I
12 drive Royal Cab Number 3, but I don't drive it
13 too much because I been retired from the
14 federal government since 1974, and I'm getting
15 ready to get away from here.

16 But the thing about it is this.
17 All of these people up here now, the Taxicab
18 Chairman is the one that have the least
19 experience. Because I have gone to the
20 meetings since 1990, and he was a taxicab
21 Commissioner. I haven't seen him since 1990.
22 And I've been to every meeting just about

1 since then. However, I'm not knocking you for
2 that.

3 But first of all, why did you not
4 ask some of the cab drivers in Virginia or
5 anywhere there was a meter, because my wife
6 was in the hospital over in Baltimore. They
7 have cabs in the back. There are cabs in the
8 front.

9 The Red Top Cab -- \$140 to rent a
10 cab a day. We could get a cab for \$200 a
11 week.

12 And the thing about it is, I went
13 to work even before he was a Taxicab
14 Commissioner. And Carson Toney said we didn't
15 need the meter that they said Mr. -- the
16 fellow on the end -- had. However, the
17 following meeting, he said we need a meter,
18 but not the meter that Mr. Tapscott had.

19 Now you may have surveyed, but did
20 you ask any of the other cab drivers in any
21 other city -- they're like slaves. We're our
22 own entrepreneurs.

1 And the thing about it is, did you
2 as a Chairman ask those people was it all
3 right to get this man here -- who knows
4 nothing about taxicab business.

5 I had 1400 signatures. I gave it
6 to Anthony Williams. I had a meeting with
7 him, and you know how it wound up? I asked
8 the cab driver to take this paper and have
9 people in your cabs to sign it. We can't
10 believe you. I don't believe what you just
11 said, because of the fact that you can say
12 anything you want.

13 Also, as the Chairman, did you get
14 those people to find out if they were -- if
15 they wanted to have him? Did you do that?

16 CHAIRPERSON SWAIN: No, sir. I
17 didn't.

18 MR. BROOKS: Okay. So we got to
19 believe you. That's two people for 8,000 cab
20 drivers. And it's very unfair.

21 That's all I have to say.

22 CHAIRPERSON SWAIN: Thank you.

1 (APPLAUSE.)

2 MR. LEBET: My name is Philip
3 Lebet. That's L as in Lee, E as in echo, B as
4 in bravo, E as in echo, T as in tango. The B
5 is minuscule, not magiscule.

6 I stand before you today less as a
7 cab driver, dispatcher, former company
8 official, more as a resident of the District
9 of Columbia who's registered to vote and does
10 vote.

11 I'm going to digress a little bit.
12 And I beg the Commission's indulgence. It's
13 going to be a little bit of a controversial
14 digression. But my purposes in it are drawing
15 a parallel.

16 I oppose the District's gun law for
17 reasons that I won't go into here, but I
18 oppose it. If Kay Bailey Hutchinson and Orrin
19 Hatch had had their way, then my point of view
20 would be the prevailing one. Despite the fact
21 that I am a strong proponent of my Second
22 Amendment rights, even I did not approve of

1 that.

2 Why? Because I did not need Kay
3 Bailey Hutchinson and Orrin Hatch telling my
4 elected leaders and my elected representatives
5 how to run my city. That's my job.

6 (APPLAUSE.)

7 MR. LEBET: Now we have something
8 else here. Here we have the gentleman from
9 Michigan trying to tell my elected
10 representatives and my elected leaders how to
11 run my city. But the gentleman from Michigan
12 has been gracious enough to provide a door.

13 And if for no other reason than
14 this, I would ask this Commission to recommend
15 that the Mayor opt out, because my elected
16 representatives and my elected leaders can
17 best determine what we need in the taxicabs
18 here. And if I don't like what they do, then
19 I can express my distaste to that on election
20 day by voting against those people, or
21 referenda or initiatives.

22 So if for no other reason than

1 this, I would ask you to recommend that the
2 Mayor opt out and send Congress a message.
3 Butt out.

4 (APPLAUSE.)

5 MR. LERIS: My name is Mohammed
6 Leris. My question to you is --

7 CHAIRPERSON SWAIN: Last name,
8 spell it.

9 MR. LERIS: Last name, L-E-R-I-S.

10 My question to you is have you ever
11 asked those people riding from 18th and
12 Florida Avenue to 1900 block of East Capital,
13 when you do this meter thing?

14 CHAIRPERSON SWAIN: I'm sorry?

15 MR. LERIS: I said have you ever
16 asked those people riding from 18th and
17 Florida all the way to 1900 block of East
18 Capitol?

19 MR. ROGERS: This was a survey of
20 D.C. residents who ride the taxicabs.

21 MR. LERIS: That's my question.
22 Those people live in D.C. Those people --

1 MR. ROGERS: The only people on
2 this survey are residents of the District of
3 Columbia.

4 MR. LERIS: Okay. Those people
5 crossing the border come -- you know -- if you
6 have them here, you know how the cost is going
7 to be? Almost like \$22.00. And now we're on
8 this chart, and those people are \$6.50. And
9 do you know how much gas costs us -- costing
10 us?

11 Another thing for the Commissioner
12 -- for the Chairman of Taxicab Commission,
13 you're talk about always trying to catch this
14 Maryland cab. You know what happened? Like a
15 week ago, I have to follow one of the Checker
16 Cabs. And then it stops a police officer.
17 And the police officer -- when he finally --
18 he have no tag -- no DC -- I mean, no
19 registration on his call, it said Checker
20 only. You know what happened? The police
21 towed the car from here, and two days later
22 the same cab driver, he drives a cab.

1 What happening here? We're losing
2 money. Nobody enforces this law. The police
3 does his job, but the guy releases his car
4 again, and he drives in the street again. You
5 got to do something about this.

6 We're either fighting for -- you
7 keep promising us always, oh, I'm going to
8 change it. I'm going to change it. But
9 nothing happens. Can you do something for us?

10 And the other thing --

11 CHAIRPERSON SWAIN: Do you want me
12 to answer your question?

13 MR. LERIS: -- those -- I heard one
14 of the Commissioners -- they asked him to let
15 those limo drivers stay with the cab drivers
16 at the same stand. And you know what? That's
17 happening right now. You see all this limo
18 drivers sitting at -- just as a cab where --
19 in front of the cab stand.

20 And those people only charge them
21 like \$50.00 for ride to National Airport. And
22 then, the passenger -- they will call their

1 senator or a congresses. Oh, the cab -- D.C.
2 cab driver charged us \$50.00. That's limo
3 driver problem -- illegal driver.

4 Okay. That's a problem for us. I
5 know there's a few bad cab drivers out there.
6 You need to clean house down here. But all of
7 us -- 90 percent of us -- we are very good
8 drivers. We have families we're trying to
9 feed.

10 But you cannot keep promising us
11 and you don't do anything. Thank you.

12 (APPLAUSE.)

13 MR CHUBBS: Good afternoon. Can
14 you hear me?

15 Okay. I'm E.J. Chubbs, Independent
16 Cab number 69. And I want to speak on the
17 survey. And I want to speak on the meters.

18 Now the survey, I just don't feel
19 is accurate. I talk to people all the time,
20 and they are happy with the zone system.

21 Then Mr. Bugg asked you, out of
22 your survey, how many of those peoples had --

1 are familiar or have ridden a meter cab. They
2 -- they don't even know the -- the function of
3 a meter cab. If you telling me you survey
4 only D.C. residents -- okay -- they are either
5 not familiar with the meters to support or not
6 support. Okay?

7 MR. ROGERS: We asked that
8 question. Seventy-five percent of people who
9 responded to the poll said that they had
10 ridden in a time and distance metered cab.

11 MR CHUBBS: I'm finding it hard to
12 believe.

13 Okay. My next is on the meters.
14 Now meters, I'm confused about it. Really.
15 Because I don't see the sake of change just
16 for the change. And number one, I resent the
17 fact of somebody coming here and telling us
18 what we should have or the way we should
19 function. And we jump -- we drop everything
20 and go his way. I disagree with that.

21 And the other thing -- I've lost my
22 train of thought. But the other thing is

1 meters. You keep talking about meters. My
2 concern as a small businessman, even if you
3 enact meters, you haven't made any provision
4 for me. Who can I get my meter from? Can I
5 own my meter? Do I have to rent my meter?
6 What kind of meter am I going to have? To me,
7 as a Commissioner and as a business, you would
8 know all of these facts before you said yes,
9 you all are putting meters in your car.

10 Okay. Then again, I want to know
11 what it's going to do to me as a small
12 businessman. How much is the meter going to
13 cost? We have none of that information. So
14 for that reason, and other reasons, I'm
15 totally against the change because I talked
16 with my people, and the people that comes to
17 this city that don't understand zone systems,
18 I explain to them. And if they're going to be
19 riding say like a couple zones or one zone, I
20 explain to them. It's no problem. And I'm
21 sure that other drivers will do it too.

22 And the other thing is that people

1 come here and have ridden a meter cab. They
2 said they liked the fact that they can just
3 walk and say taxi. They have a taxi
4 available, rather than they have to call one
5 in the meter system. Okay? Thank you.

6 (APPLAUSE.)

7 MR. RUTTER: Hello, and thanks for
8 the opportunity. My name is Carl Rutter.
9 I've been addressing this issue of D.C.
10 taxicabs -- the regulations of D.C. taxicab
11 fare structure since 1975, when I conducted a
12 study of my own and -- and realized that the
13 zone system had such a corrupt history to it.

14 As I chose to graduate from college
15 and give up my days as a driver of a cab -- I
16 became a school teacher -- I chose to move on
17 and educate the community. Because right now
18 according to the *Afro-American Newspaper*, it
19 allowed me to have a letter to the editor that
20 detailed the fact that the zone system that we
21 use in this city never was approved.

22 In your survey, you get -- had

1 listed reasons for not supporting the
2 time/distance system. You were not aware that
3 among those reasons should have been that the
4 zone system never was approved.

5 Were you aware of that, sir -- that
6 the zone system never was legally approved?

7 MR. ROGERS: Sorry. No.

8 Those responses were provided from
9 the 1994 survey. So we just -- we used
10 whatever was used in the 1994 survey, plus --

11 MR. RUTTER: I know. You
12 approached the issue. Did you not research it
13 first, and realize --

14 MR. ROGERS: I did. But I was
15 unaware of that fact though.

16 MR. RUTTER: You see no other major
17 city in this world -- not just this country --
18 no other major city in this world does
19 anything but use a meter, because in a
20 business it's called the course factor, which
21 is the time/distance in a meter in riding in a
22 cab. The time and distance are the course

1 factors.

2 The initial decision by the Public
3 Utilities Commission -- or number 956,
4 November 11 -- November 6 rather, 1931, stated
5 that no version of the zone system would be
6 accepted to replace meters in D.C. cabs.

7 D.C. at that time did have meters
8 initially.

9 There is a need now to understand
10 that this meter zone system is only another
11 version of the zone system. So just like the
12 first decision made 75 years ago -- 76 years
13 ago -- that there's any -- that any version of
14 the zone system cannot be used, this meter
15 zone system is the same thing because the fare
16 will still be based on the zone system.
17 Right?

18 The inequity of having residents in
19 Ward 8 be insulted and have to pay two zones
20 for crossing Alabama Avenue is unacceptable in
21 my scale of value. All right? They are so
22 many examples where 12th Street on Rhode

1 Island Avenue, South Dakota Avenue, 19th
2 Street, 42nd Street. There are so many
3 examples of -- just take for instance Atlantic
4 Street. Even your taxicab -- former Taxicab
5 Commissioner Sandra Seegars had once
6 recommended that Atlantic Street be eliminated
7 as a zone boundary. Were you aware of that,
8 cab drivers? All right?

9 Because we must be fully educated
10 about the facts of this issue. We must have
11 the fact that there is a need to have a
12 representative union of cab drivers who
13 provide medical coverage for their members.
14 There is none right now. We do not have a
15 representative union.

16 So address to the D.C. taxicab zone
17 system by national and local politicians and
18 reporters, they always are ignoring the simple
19 fact that there's no other major city in this
20 entire world that uses any other version of a
21 taxicab zone system, other than the District
22 of Columbia. All right?

1 Any other major city -- I'm talking
2 about major cities. I don't know what you're
3 talking about. There is no other major city
4 in this world that uses the zone system. All
5 right? I know that as a fact. All right?

6 Now Congress has been kept --
7 keeping the zone 1 since 1930 -- what was it
8 -- 1931, when Bell Cab Company and City Cab
9 Company were being cheated by their cab
10 drivers because the rental fee was based on a
11 certain percentage of the gross income at the
12 end of the week. Well, what those cab drivers
13 were doing, they started working out quick
14 oral contracts.

15 As a result, Bell and City Cab
16 Company convinced Congress of a huge zone 1.
17 To this day, zone 1 has been zone 1, providing
18 the cheapest, most reliable taxicab service to
19 white people in downtown Washington and on
20 Capitol Hill. Meanwhile, it was ripping off
21 the Afro-American community.

22 And we need to openly address all

1 of the facts of this issue, which the most
2 essential to me in my scale of value is the
3 inequity of the zone system. All right?
4 Thank you.

5 (APPLAUSE.)

6 MR. TADESSE: My name is William
7 Tadesse. I'm with City Cab.

8 CHAIRPERSON SWAIN: Last name?

9 MR. TADESSE: Last name, T-A-D-E-S-
10 S-E.

11 I got a question for the
12 Commissioner and to the members.

13 Last time you called the meeting
14 -- the public meeting -- to the D.C.
15 residents. So why you change all these
16 things?

17 You're going to this project -- I
18 think this is the problem because we like to
19 hear from the peoples face to face. This
20 thing for me is nothing. Seven thousand --
21 7,000 people, I think -- I heard is going to
22 be -- the project starts soon. Seven thousand

1 people randomly called.

2 How many people -- those people
3 that been living in D.C. for how many years?
4 How many times they use the meter? How many
5 times they use the zone? So we don't know.

6 So why the D.C. -- I think last
7 time they gave me the reason. The parking
8 lots is not enough for the public. This is
9 not the issue. The issue -- let's see those
10 people -- because we need a good relation --
11 the driver and the D.C. resident. Now we are
12 to follow it with this project.

13 So this is my question. Thank you
14 very much.

15 (APPLAUSE.)

16 MR. ORLEANS: Good morning. My
17 name is Bill Orleans. I am not a resident of
18 the District. I am not currently a cab driver
19 anywhere.

20 A couple questions. Mr. Chairman,
21 apparently this morning earlier there were
22 copies of the drivers' survey circulated. By

1 the time I got here, there were none left
2 available. Presumably one can stop by the
3 office and pick up a copy, without having to
4 go on the website? That would be inaccessible
5 to me. And pick up a copy of the drivers'
6 survey?

7 CHAIRPERSON SWAIN: You can -- the
8 drivers' survey is on, but you can pick up a
9 copy at the office. Yes.

10 MR. ORLEANS: Well, thank you very
11 much.

12 Mr. Rogers it is, I think. Right?

13 MR. ROGERS: Yes.

14 MR. ORLEANS: The copy of your
15 survey that I was able to pick up suggested in
16 the Executive Summary -- and I noticed the
17 slides that you presented actually contained
18 more information than that which was presented
19 in the Executive Summary.

20 I'm wondering if 1) if a copy of
21 the slides are available, or will be made
22 available, and 2) am I correct in thinking

1 that what's being circulated here is only an
2 Executive Summary? Will the whole of the
3 Zogby report be made available?

4 CHAIRPERSON SWAIN: As I said
5 before you arrived, it's going to be on the
6 website, sir.

7 MR. ORLEANS: Well, for those of us
8 -- I'm thinking mainly of me -- but for --
9 there are others -- for whom anything on
10 anybody's website is inaccessible to us, is it
11 possible to stop by the office and pick up a
12 whole copy of the Zogby survey?

13 CHAIRPERSON SWAIN: Yes. You can
14 pick up a copy.

15 MR. ORLEANS: Thank you very much.

16 MR. AHMED: Good morning, Mr.
17 Chairman. Good morning, members of the
18 Commission and my fellow drivers.

19 I'm a --

20 CHAIRPERSON SWAIN: Your name.

21 MR. AHMED: My name is -- first
22 name is Abdul-Karim Ahmed -- A-B-D-U-L K-A-R-

1 I-M. Last name is A-H-M-E-D.

2 CHAIRPERSON SWAIN: Thank you.

3 MR. AHMED: We are here today --
4 what I heard there's going to be a vote for
5 the Commission for a meeting. But one thing I
6 would -- I'm really confused because I do not
7 see a vote yet. And -- and -- and question
8 and answer, they open the floor.

9 What I understand is when the vote
10 is being taken, then they should open a
11 question on the floor, whether we oppose or we
12 accept it.

13 I can say that the D.C. taxi
14 drivers in a way they're a victim. They're
15 victims under -- under the -- the customers,
16 limousines, BG taxi, Virginia taxi, perhaps
17 very soon New York cabs coming here.

18 (LAUGHTER.)

19 MR. AHMED: I'm -- I'm -- I'm
20 saying that really the problem -- of really
21 the problem -- the problem is we have to have
22 some sympathy sometimes for the -- the -- the

1 -- the D.C. Taxicab hacker office, because as
2 you see -- If you look at we have 7,000 taxis.
3 They only have seven hacker inspectors. They
4 work -- three of them work in the morning.
5 Three work in the evening. And it's my humble
6 opinion, there is no way they can go corner to
7 corner. I don't think the FBI can do that,
8 because they're only three people. And -- and
9 7,000 taxi -- plus BG are hacking in the city.
10 And very soon you're going to hear this.

11 These taxi drivers are honest,
12 decent people I have known since I came to the
13 United States. Why I say that? One day
14 becoming a taxi driver, there's a quandary.
15 They need to have FBI clearance. They need to
16 have police clearance. They need to have a
17 traffic record. It's just like being a police
18 officer. You want to be a police officer, you
19 need all those. Right?

20 But let's say is if today -- let's
21 say BG Cab picked up a drunk woman. We pick
22 up every night. Right? And we take her home

1 safely. Sometimes we call assistance for any
2 jurisdiction we are. I -- it happen to me
3 many times. I call -- I look for police.
4 White, blue eyes, sleeping in my back, and
5 drunk.

6 And the police ask me, are you
7 crazy? No. I say, I'm not crazy. I'm a D.C.
8 taxi driver. I want some assistance. You got
9 to help. We have to put her in her apartment.
10 But if happen -- if it happen -- God forbid --
11 if it happen -- there's a rape happen. And
12 all these gypsy unmarked cars running around
13 in the city. Guess who's going to get blamed?
14 D.C. taxicab. So we have to look to both --
15 there's a problem here.

16 I think the hacker -- the hacker
17 office, they need to deserve this agency to be
18 funded. Then when you fund -- the city when
19 they fund this agency, they will have more
20 access, and they can track everybody. This is
21 my feeling. Please.

22 D.C. police -- if you call them and

1 you ask them, this is a BG Cab. He's picking
2 up in the city. He's not supposed to -- you
3 know. You know what the D.C. cab what he tell
4 you. Why not? What's the problem?

5 Because if you -- I don't think
6 they're educated because they only know --
7 they have only one eye. They only know D.C.
8 cabs. This is Arlington cab. He's hacking.
9 He's picking up. He's not supposed to. He
10 can't -- he might overcharge people. What --
11 what's wrong? So I'm not here to lecture you.

12 There is a proposal now -- this is
13 the rumors. There is a proposal now -- one of
14 the Commission will present it -- limousines
15 trying to convince the Commission saying that
16 we should have a cab stand and limousine stand
17 together in front of hotels. Let me finish.
18 And we should give the customer a choice.

19 Right now they're working limousine
20 like a taxi. Right now they are working
21 practically right now.

22 (APPLAUSE.)

1 MR. AHMED: And every -- everywhere
2 you go, you see limousines.

3 Hold on. Let me finish.

4 And -- and what I know is the
5 hackers must sneak in front of me. Most of
6 them are in front of me. Some of them,
7 they're not here. Mr. Kish, Mr. Balder and
8 Walter. To be honest with you, they are
9 trying and we tell -- I call myself on my cell
10 phone to some of them. Let me -- some of the
11 cops and they respond. They can't -- they
12 changed the limousine.

13 But the question is here, we need
14 to let them know the media. These limousines,
15 they are the one who are overcharging in the
16 name of D.C. taxi.

17 (APPLAUSE.)

18 MR. AHMED: If the media, they
19 don't want to take my word. Are all of you --
20 you ought to have a Lincoln outside, unless
21 you are one of the -- all the hotels that I'm
22 telling you. You will see it. All you have

1 to do is have a little suitcase and tell the
2 doorman I need a taxi. I'm going to Dulles.
3 He will tell you --

4 MS. THOMPSON: Time.

5 MR. AHMED: -- don't take a taxi.
6 Here's a limousine. It's just like a taxi.

7 (APPLAUSE.)

8 CHAIRPERSON SWAIN: I believe the
9 Commissioners have some statements they'd like
10 to make.

11 COMMISSIONER TAPSCOTT: I'm
12 Commissioner Stanley Tapscott.

13 I would just like to straighten out
14 a couple of remarks that have been made here
15 today.

16 Number one is someone referred to
17 Stanley Tapscott's meter. He's just as wrong
18 as two left shoes. I want you to know that.
19 I don't have no meter.

20 Someone else said that there was a
21 monopoly. Well, the same person said there
22 was a monopoly, they was in the ground floor

1 of getting the zone system.

2 Why the zone system meter came up,
3 we was in a meeting at the Hyatt Regency, and
4 there was four different meter companies --
5 time and distance. I asked the question, what
6 about a zone meter? Have you ever looked at
7 that? No one was interested. Told me that
8 there was not such a thing.

9 I got curious and I started
10 investigating could a system be made and we
11 have it for the zone. There was only one
12 company that was interested. And I gave them
13 information. They were the ones that produced
14 it.

15 Now there have been about four or
16 five years past that they could have, and any
17 other company that wanted to could have gotten
18 in on this thing. But no one else took the
19 chance of exposing this.

20 As far as Stanley Tapscott's
21 concern, I've been driving cabs for 46 years.
22 I know the zone system and know how it works.

1 I am happy with the zone system.

2 (APPLAUSE.)

3 COMMISSIONER TAPSCOTT: And Stanley
4 Tapscott is not on the take from anyone. I
5 have never taken ten cents from any company --
6 any company for the benefit.

7 I am for the public. I think the
8 public -- I think Northeast and Southeast
9 resident is deserving good cab service. I
10 think they all should be a fare calculating
11 system, that they can ride a cab as well as
12 the people downtown. If you only realize that
13 the drivers downtown are going to lose money
14 under the meter system.

15 So I am first for the public. And
16 then my next is for the taxi industry, because
17 I am a taxicab. But I have -- am not in
18 nobody's pocket, and I openly request that the
19 GA make an investigation to find out whether I
20 have ever taken a cent from anyone. I just
21 want to straighten that up. This is not
22 Stanley Tapscott's idea. Thank you.

1 (APPLAUSE.)

2 CHAIRPERSON SWAIN: Commissioner
3 Allen?

4 COMMISSIONER ALLEN: Thank you very
5 much, Mr. Chairman.

6 It is very well known that I have
7 always been against meters in the District of
8 Columbia, basically because of the distance
9 that I live from downtown and because of the
10 people -- the 33 percent of the people who
11 make less than \$35,000 a year who ride cabs.

12 But the day has come that we know
13 that there is going to be a meter system in
14 the District of Columbia. What we will be
15 doing today is making a recommendation. I do
16 not want us to leave it blank and then have
17 time/distance meters forced down our throat.

18 I will be today voting to make sure
19 that we get the zoned meter that does not
20 change our zone, which gives the customer what
21 they've been asking for -- a written receipt.

22 We know that this will not happen

1 overnight because all of the regulations and
2 all the logistics will have to be worked
3 through. So my recommendation today will be
4 to the Mayor not to tell him the opt out,
5 because if we tell him to opt out, then there
6 are other forces that will have other things
7 to say.

8 My thing today is let's do a win-
9 win situation --

10 (APPLAUSE.)

11 COMMISSIONER ALLEN: -- where
12 everyone is treated fairly.

13 COMMISSIONER HEINEMANN: First of
14 all, I think most of us here resent the fact
15 that it's a senator from Michigan that told us
16 that we had to do this, and pretty much put a
17 gun to our head and said Mr. Mayor, you have
18 until October 1st to either recommend a meter
19 system or opt out. I mean, that's pretty much
20 a gun.

21 Let me just say about this
22 Commission. This Commission has been working

1 very diligently on any number of reforms. As
2 you know, we've been working on licensing
3 issues, the tag issues, the proliferation of
4 taxicab companies here. So we already have a
5 full plate. We already have a lot of issues
6 to wrestle with. This is just an added
7 burden.

8 I don't know if it weren't for the
9 senator from Michigan whether we would be
10 sitting here today having this discussion.
11 But the opportunity is here. The decision is
12 here upon us. We didn't ask for it. But it's
13 here for us.

14 And as my fellow Commissioner said,
15 if we don't make a decision, someone else
16 will. And it appears that we're going to go
17 to a meter system. And whatever we decide to
18 do -- whatever we decide to do -- we need to
19 have a better understanding of what the
20 economic impacts will be on this system. We
21 need to understand what costs we are asking
22 taxicab professionals to bear. What does it

1 mean when you have a time and distance meter?
2 What does it mean when you have a zone
3 calculator, or a zone meter, or whatever you
4 want to call it? What's it going to cost you?
5 What's your GPS fees? What's your monthly
6 fees? Who controls the distribution?

7 There are a lot of unanswered
8 questions that after today and after October
9 1st we have to work on. And we'll have to
10 have very open frank dialogue with you the
11 drivers, the professionals, and the riding
12 public. It's not going to be easy. But that
13 is the challenge that's before this
14 Commission.

15 And who knows when an
16 implementation date will be. But right now
17 we're just at a recommendation.

18 From my personal view, I believe
19 the time and distance meter is the right way
20 to go.

21 Now let me be clear. I prefer a
22 time and distance meter that does not cause

1 economic harm to the system. That's going to
2 take time to calibrate. I mean, we've sent
3 the report back -- the TIP study back numerous
4 times and say, okay, let's see if we increase
5 the drop rate. Let's increase the per sixth
6 of a mile rate. Let's see if we can even
7 things out a little bit. And then we can do
8 it in the most areas where folks have a mile
9 and a half distance cab ride or less. We can
10 do that.

11 Now in the long distance, what we
12 have to do is see if there are ways that after
13 a certain point we lower the rate. But we've
14 got to make sure that if we do a time and
15 distance system that it is fair and equitable.
16 And that's going to take work. That's going
17 to take calibration.

18 In terms of congestion, there are
19 ways that you can set that rate so that it is
20 not in the driver's advantage to sit in
21 traffic. It'll be better for a driver or
22 professional to pick up another fare.

1 And so there's a lot that has to be
2 done in how you calibrate the wait time. And
3 it can be done. I think it's -- most every
4 other system in the world with a few
5 exceptions maybe has a time and distance
6 meter. They do it.

7 I just believe that if you are
8 going to a GPS meter, and if we're going to be
9 asking drivers in the District of Columbia to
10 make a major investment in this industry, I
11 don't think we should make an investment in
12 the status quo. I really don't.

13 I mean, as long as there's a zone
14 system, you'll have a situation where a five-
15 block trip is going to cost more than a 20-
16 block trip. That's just the way it is. I'm
17 not manipulating. These are the zone lines.

18 And a lot of times, you're asking
19 drivers, or you're asking passengers more
20 specifically to be a cartographer -- to sit in
21 the back of your taxicab and look at a map and
22 say, did I pass a railroad? Am I being

1 charged the right fare? Did I pass Davis
2 Place? Did I? Did I pass 37th Street and M?
3 I don't know. And you're asking to see if
4 whether or not the fare is correct. And
5 that's a big burden for residents of this
6 city.

7 And you know, honestly -- quite
8 honestly -- the poll shows that 50 percent can
9 use the system, and 50 percent don't like it.
10 It's in the middle.

11 CHAIRPERSON SWAIN: Order.

12 COMMISSIONER HEINEMANN: I do
13 believe that whatever they have, the time and
14 distance meter is the proper way to go. And
15 we can calibrate it properly with your input.

16 Thank you.

17 COMMISSIONER BAKER: Good morning,
18 and we're now approaching good afternoon. And
19 I'd like to thank everybody who's come out.
20 I'd like to think everybody's come out for --
21 your input is really important to us.

22 I just want to comment on a couple

1 of things that we've heard today. And first
2 to say that I don't think any of us are
3 satisfied with the process, that we've had a
4 year to really work through these issues. And
5 it hasn't been the best process. And I think
6 we need to acknowledge that.

7 The Commissioners have been
8 frustrated at times about the process of what
9 we knew and didn't know at various times. And
10 I think we'd like to have designed it better.

11 We certainly don't like a process
12 that started with Congress telling us what to
13 do. And so, let's just acknowledge that we
14 all don't like the process.

15 But the process is where we are.
16 And we have to make some decisions.

17 And I really want to thank Zogby
18 International for the poll that they did.
19 They did a good poll. They did it the correct
20 way. They did it with science. And it gave
21 us information.

22 We may not like what it says. But

1 many of us already knew it. We heard it last
2 year when we did the public hearings.

3 And for me, I don't drive. I've
4 never driven a day in my life. I ride cabs
5 sometimes two or three times a day. And I
6 live in Ward 1. And a lot of my fellow
7 residents say they're not happy. We're not
8 happy.

9 Now they may not know what to do
10 about it. But we're not happy with the
11 service.

12 That may be a hard thing to hear.
13 But it's better to hear it than to have people
14 just stop riding, and start walking, start
15 taking their bikes, start taking the bus or
16 the Metro. And those are before limousines.

17 Don't beat up on the Zogby people.
18 Work with us on how we fix the situation. Or
19 you're going to find yourself with no income.

20 CHAIRPERSON SWAIN: Excuse me, sir.
21 Sir?

22 COMMISSIONER BAKER: Excuse me.

1 But let me tell you something about that too.

2 We meet on Tuesdays at 10:00
3 o'clock. A lot of people who ride in the cabs
4 are at work. You have the luxury of coming
5 every month when we meet to tell us what you
6 think. And we listen.

7 The public doesn't have that luxury
8 to come out here.

9 And so, let's not talk about that
10 you don't get input. You get a lot of input.

11 And so what I'm really appreciative
12 to is that through the public hearings that we
13 did last year, and through this poll, that
14 we're hearing from the public. And that we
15 have to try to address their concerns.

16 I fully agree with Mr. Heinemann
17 that as we try to address the public's
18 concerns that we're also respectful of the
19 drivers. We want to protect your incomes as
20 much as we can. We're going to have to work
21 on the system, what it will mean, all the
22 implementation issues, and what the drop rate

1 and the distance rates will be.

2 I am going to move and support time
3 and distance meters. It may not be where we
4 end up, but I believe that's where we need to
5 be.

6 You know this city -- we can make
7 the decision not to make change. We've done
8 that before. And other people had to help
9 make changes for us. We did that with our
10 finances in the city and we ended up with a
11 control board. We did that with the schools
12 -- not one to make decisions, and they fell
13 apart.

14 We each sitting here are committed
15 to have a taxi system that serves our
16 citizens, but also encourages economic
17 development through tourism. And right now,
18 it's broken. And we need to fix it. And we
19 need to fix it now.

20 PARTICIPANT: So --

21 CHAIRPERSON SWAIN: Excuse me.

22 COMMISSIONER HEINEMANN: Well, I've

1 been here 25 years.

2 CHAIRPERSON SWAIN: Excuse me.

3 Excuse me, sir. Sir?

4 PARTICIPANT: Not here. He went to
5 New York.

6 CHAIRPERSON SWAIN: Will you close
7 the record, please? We're going to take a
8 five-minute recess.

9 (Whereupon, at 12:44 p.m., off the
10 record until 1:07 p.m.)

11 CHAIRPERSON SWAIN: It is seven
12 minutes after 1:00, September the 11th. The
13 open meeting on September 11 at 1:07. We're
14 back on the record.

15 Any other Commissioners have any
16 other questions?

17 COMMISSIONER TRAVIS: Yes. I will
18 make a statement.

19 CHAIRPERSON SWAIN: Ms. Travis?

20 COMMISSIONER TRAVIS: I have an
21 official statement that I would like to put in
22 the record.

1 CHAIRPERSON SWAIN: Go ahead. Say
2 it. Go ahead.

3 COMMISSIONER TRAVIS: I have an
4 official statement I want to go into the
5 record that Mr. Carter is going to read for
6 me.

7 CHAIRPERSON SWAIN: Yes, ma'am.

8 COMMISSIONER CARTER: This is a
9 letter by Ms. Travis addressed to the
10 Honorable Adrian Fenty, Mayor of the District
11 of Columbia, from Theresa N. Travis,
12 Commissioner of the D.C. Taxi Commission,
13 dated September 5th, 2007.

14 "It is my contention that the
15 present zone system works well in our ten-mile
16 radius of Washington, D.C. The zone system
17 allows long-time residents of the city the
18 opportunity to continue the use of taxicabs.
19 The zone system allows passengers to know what
20 their fare will be before they leave home or
21 their office. The zone system fare will
22 remain the same unless changed by the

1 Commissioners. Regardless of what route a
2 driver takes, the zone system will remain the
3 same regardless of congestion. Passengers
4 cannot be intimidated because of some cost
5 they did not expect. Time and distance meters
6 will not allow passengers any idea of what the
7 trip will cost. Drivers can deliberately take
8 passengers around Robin Hood's barn" -- and
9 that's in quotes -- "to increase the fare.
10 Time and distance meters, in my opinion, only
11 legitimize cheating. If there is any doubt
12 from tourists and new arrivals in the District
13 that they may be cheated under the zone
14 system, which they do not understand, the zone
15 fare calculator will register and display both
16 zone and fare to eliminate this issue. The
17 zone and fare calculator could be used as a
18 compromise if deemed necessary. It is sad
19 that" -- excuse me. "It is sad that a
20 politician from outside the District can still
21 be so involved in District matters. I do hope
22 that my remarks will have a positive influence

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1 in your decision as it affects taxi service,
2 particularly for lower and moderate income
3 residents. I believe that the zone system is
4 in the best interests of the residents of our
5 great city. Respectfully, Theresa N. Travis,
6 Commissioner of the D.C. Taxi Commission."

7 (APPLAUSE.)

8 COMMISSIONER TRAVIS: Thank you.
9 Thank you, Ms. Travis.

10 CHAIRPERSON SWAIN: Thank you very
11 much Mr. Carter, Ms. Travis.

12 Are there any other considerations?

13 (No audible response.)

14 CHAIRPERSON SWAIN: Do I hear a
15 motion?

16 COMMISSIONER ALLEN: Yes. Mr.
17 Chairman?

18 CHAIRPERSON SWAIN: Ms. -- I'm
19 sorry. Ms. Allen?

20 COMMISSIONER ALLEN: It's okay.
21 Call me whatever. You can call me whatever.
22 I think I've already been called it at some

1 point in my life. So it's okay.

2 Mr. Chairman, I'd like to make a
3 motion that this Commission recommend to Mayor
4 Fenty that we select the zone meter system for
5 the cabs in the District of Columbia.

6 COMMISSIONER TAPSCOTT: Second.

7 (APPLAUSE.)

8 CHAIRPERSON SWAIN: The motion has
9 been made by Ms. Allen. It's been seconded by
10 Mr. Tapscott.

11 COMMISSIONER TAPSCOTT: I'd like to
12 make a motion.

13 CHAIRPERSON SWAIN: We have to vote
14 on this one first.

15 COMMISSIONER TAPSCOTT: Okay.

16 CHAIRPERSON SWAIN: We need to take
17 a vote on this motion. Any questions?

18 (No audible response.)

19 CHAIRPERSON SWAIN: Madam
20 Secretary?

21 MS. THOMPSON: Commissioner Allen?

22 COMMISSIONER ALLEN: Yes.

1 MS. THOMPSON: Commissioner Baker?

2 COMMISSIONER BAKER: No.

3 MS. THOMPSON: Commissioner Carter?

4 COMMISSIONER CARTER: No.

5 MS. THOMPSON: Commissioner

6 Tapscott?

7 COMMISSIONER TAPSCOTT: What was
8 the question? Excuse me.

9 MS. THOMPSON: There's a motion.

10 COMMISSIONER TAPSCOTT: A motion.

11 Yes. That we go to the zone meters.

12 MS. THOMPSON: Right.

13 COMMISSIONER TAPSCOTT: Yes.

14 MS. THOMPSON: Commissioner

15 Heinemann?

16 COMMISSIONER HEINEMANN: No.

17 MS. THOMPSON: Commissioner Pahwa?

18 COMMISSIONER PAHWA: No.

19 MS. THOMPSON: Commissioner Travis?

20 COMMISSIONER TRAVIS: Yes.

21 MS. THOMPSON: Commissioner Swain?

22 CHAIRPERSON SWAIN: What's the

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1 score?

2 MS. THOMPSON: There --
3 Commissioner Allen, Commissioner Tapscott and
4 Commissioner Travis have voted in favor.
5 Commissioner Baker, Commissioner Carter,
6 Commissioner Heinemann, and Commissioner Pahwa
7 have voted against.

8 CHAIRPERSON SWAIN: So it's a tie?
9 I vote yes.

10 (APPLAUSE.)

11 CHAIRPERSON SWAIN: That's a four-
12 four tie. Right? It's a tie.

13 COMMISSIONER HEINEMANN: Is that a
14 tie vote?

15 CHAIRPERSON SWAIN: Yes.

16 COMMISSIONER PAHWA: Can I make
17 another motion?

18 CHAIRPERSON SWAIN: Mr. Pahwa,
19 please, your motion?

20 MS. THOMPSON: Ms. Allen, do you
21 have a question?

22 COMMISSIONER ALLEN: No. He said

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1 that the motion failed.

2 CHAIRPERSON SWAIN: Mr. Pahwa?

3 COMMISSIONER PAHWA: I'd like to
4 make a motion that we send to Mayor Fenty just
5 the meter -- just the meter.

6 I'd like to put the motion on the
7 floor to send to Mayor Fenty just the meters.
8 Just the meters.

9 CHAIRPERSON SWAIN: Mr. Pahwa, am I
10 correct in saying that you would like the
11 motion to say that a recommendation from the
12 D.C. Taxicab Commission is that we send our
13 recommendation that the Mayor install meters
14 in vehicles licensed in the District of
15 Columbia?

16 COMMISSIONER PAHWA: Yes, I do.

17 CHAIRPERSON SWAIN: Is there a
18 second?

19 COMMISSIONER BAKER: Second.

20 CHAIRPERSON SWAIN: It's been
21 seconded by Mr. Heinemann?

22 COMMISSIONER BAKER: Baker.

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1 CHAIRPERSON SWAIN: I'm sorry. Mr.
2 Baker. I'm sorry.

3 Madam Secretary, could you call the
4 roll, please?

5 COMMISSIONER ALLEN: You need to
6 call for questions.

7 CHAIRPERSON SWAIN: I'm sorry.
8 Call for the question.

9 COMMISSIONER ALLEN: I have a
10 question.

11 I'd like clarification. What does
12 meters mean when we've been talking about two
13 types of meters? What are you saying? Is
14 that exclusive of the zone meter or inclusive?

15 COMMISSIONER PAHWA: Both meters
16 would be considered inclusive, but inclusive
17 other meters.

18 CHAIRPERSON SWAIN: He's including
19 both meters -- both types.

20 COMMISSIONER TAPSCOTT: I would
21 like for that to be read again.

22 CHAIRPERSON SWAIN: Mr. Pahwa,

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1 would you like to restate your motion, please?

2 COMMISSIONER PAHWA: My motion is
3 to send to the Mayor the meters, which is
4 inclusive of both the zone as well as time and
5 distance meter.

6 CHAIRPERSON SWAIN: The
7 recommendation -- the recommendation -- excuse
8 me.

9 The recommendation is to -- or the
10 motion is for a recommendation to the Mayor
11 that meters be installed in the cabs licensed
12 in Washington, D.C. That is the
13 recommendation.

14 It's been put forth by Mr. Pahwa.
15 And it's been seconded by Mr. Baker.

16 COMMISSIONER BAKER: Discussion?

17 CHAIRPERSON SWAIN: Any other
18 discussion? Mr. Tapscott?

19 COMMISSIONER TAPSCOTT: No, Mr.
20 Baker was --

21 CHAIRPERSON SWAIN: I'm sorry. Mr.
22 Baker?

1 COMMISSIONER BAKER: I'm going to
2 support this motion.

3 I mean, obviously as I spoke to
4 previously, I think that it would be better
5 amended to have a time and distance meter, but
6 I don't believe that the votes are there. I
7 think that we will have another divided vote
8 as we just did on the zone meter. And so, I'm
9 going to support this.

10 I would like to request a friendly
11 amendment that a design and implementation
12 plan be developed within 90 days of the
13 Mayor's acceptance of the recommendation so
14 that whatever system we can then address I
15 think some of the critical questions that Mr.
16 Chubbs and others have asked today. What will
17 that meter system look like? How will it be
18 paid for? How will it be implemented?

19 But I think that hopefully this
20 motion will pass with a majority of the
21 Commission fully supporting the establishment
22 of a meter system in the District of Columbia.

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1 CHAIRPERSON SWAIN: Mr. Pahwa, do
2 you accept this?

3 COMMISSIONER PAHWA: Yes, I do.

4 CHAIRPERSON SWAIN: Okay. It's
5 been accepted. Yes.

6 Mr. Tapscott?

7 COMMISSIONER TAPSCOTT: I'm really
8 confused.

9 One minute we vote for one thing.
10 And that failed because we did not get enough
11 votes. A tie vote means it's failed?

12 CHAIRPERSON SWAIN: Yes, sir.

13 COMMISSIONER TAPSCOTT: Now I think
14 that we need to look at what we're doing up
15 here.

16 We need to recommend to the Mayor
17 in my opinion that the current system stays in
18 effect. And -- and we also need to recommend
19 to him if we are forced to go to the meter
20 system that we adopt the zone meter.

21 (APPLAUSE.)

22 COMMISSIONER TAPSCOTT: It just

1 seems like we're sitting up here. We're not
2 together.

3 This whole survey that you've taken
4 is not together, in my opinion. So -- you
5 know -- I think the public is confused. I'm
6 confused. What are we supposed to be doing?

7 So I think we need to -- each
8 Commissioner needs to research themselves and
9 say what they really want.

10 COMMISSIONER ALLEN: We've got a
11 motion on the floor.

12 CHAIRPERSON SWAIN: Excuse me.
13 There is a motion on the floor.

14 COMMISSIONER TAPSCOTT: I'm not
15 trying to plead the motion. Everybody has --

16 CHAIRPERSON SWAIN: Mr. Tapscott,
17 may I speak?

18 There is a motion on the floor.
19 We're answering questions for the motion. But
20 you had ample opportunity or an opportunity to
21 put forth to the motion. There is a motion on
22 the floor to be voted upon.

1 Mr. Heinemann, do you have a
2 question?

3 COMMISSIONER HEINEMANN: I'd like
4 to continue the discussion and offer up an
5 amendment.

6 First off, I think whatever
7 recommendation is ultimately accepted, there
8 needs to be an implementation phase. I don't
9 -- my concern is that we're not really giving
10 the Mayor enough specificity on what the
11 recommendations are.

12 I think if we're going to be split,
13 we're going to be split. And that should be
14 reflected. I think that's indicative of a lot
15 of some of the poll results that we've seen.
16 And it's indicative of the nature of the
17 system.

18 So, I'd like to amend that motion
19 with adding a time and distance meter
20 component, again with a recommendation that
21 the implementation be studied over the next I
22 guess, six to seven months, because that's

1 going to take some work.

2 CHAIRPERSON SWAIN: Excuse me.

3 Mr. Pahwa, do you accept his
4 friendly amendment?

5 COMMISSIONER PAHWA: No. We
6 already accepted Mr. Baker's.

7 CHAIRPERSON SWAIN: Okay. We've
8 accepted Mr. Baker's.

9 Any other questions? Are we going
10 to vote?

11 MS. THOMPSON: Let me hear Mr.
12 Baker's amendment again, please.

13 COMMISSIONER PAHWA: Let's work on
14 that.

15 COMMISSIONER HEINEMANN: Is there a
16 second on that?

17 CHAIRPERSON SWAIN: Mr. Baker?

18 COMMISSIONER BAKER: Yes?

19 CHAIRPERSON SWAIN: They'd like you
20 to restate your --

21 COMMISSIONER BAKER: My amendment
22 is that with the adoption of the motion to

1 implement a meter-based system that it be
2 amended to say that an implementation plan to
3 be developed within 90 days.

4 CHAIRPERSON SWAIN: Mr. Pahwa says
5 he accepts that. Call for the question,
6 please? I'm sorry. Call for the vote.

7 MS. THOMPSON: Commissioner Allen?

8 COMMISSIONER ALLEN: No.

9 MS. THOMPSON: Commissioner Baker?

10 COMMISSIONER BAKER: Yes.

11 MS. THOMPSON: Commissioner Carter?

12 COMMISSIONER CARTER: No.

13 MS. THOMPSON: Commissioner
14 Tapscott?

15 COMMISSIONER TAPSCOTT: No.

16 MS. THOMPSON: Commissioner
17 Heinemann?

18 COMMISSIONER HEINEMANN: No.

19 MS. THOMPSON: Commissioner Pahwa?

20 COMMISSIONER PAHWA: Yes.

21 MS. THOMPSON: Commissioner Travis?

22 COMMISSIONER TRAVIS: No.

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1 MS. THOMPSON: Commissioner Swain?

2 CHAIRPERSON SWAIN: Yes.

3 MS. THOMPSON: We've got the same.

4 It doesn't pass.

5 COMMISSIONER CARTER: May I make a
6 motion, please?

7 CHAIRPERSON SWAIN: Sure.

8 COMMISSIONER TAPSCOTT: May I make
9 a motion?

10 CHAIRPERSON SWAIN: Mr. Pahwa?

11 COMMISSIONER PAHWA: Yes.

12 COMMISSIONER CARTER: My first
13 order of business is I'd like to make a motion
14 that the first order of business that we send
15 forward to the Mayor be that we opt out.

16 (APPLAUSE.)

17 CHAIRPERSON SWAIN: Is that a
18 motion?

19 COMMISSIONER CARTER: That is a
20 motion.

21 CHAIRPERSON SWAIN: Do I have a
22 second?

1 COMMISSIONER TAPSCOTT: I'll second
2 it.

3 CHAIRPERSON SWAIN: Any discussion?
4 Ms. Allen?

5 COMMISSIONER ALLEN: My discussion
6 is that if we ask the Mayor -- we recommend
7 that the Mayor opt out, remember this is only
8 a recommendation. All right?

9 We recommend that he opt out. The
10 other entities who have great influence on
11 what is happening in the city will have the
12 opportunity to say we want time/distance
13 meters. And we have opened the door for the
14 very thing that I've heard many of you say
15 that you don't want anybody else in our
16 business.

17 If we can't come up with a solid
18 vote and tell him to opt out, then the Mayor
19 and the other industries will have an
20 opportunity to get exactly what they want.
21 And that does impact on the people in my
22 community who are amongst the 33 percent of

1 the taxi riders in the District of Columbia.

2 For the time and distance meter, if
3 you just give it some consideration of the
4 fact that many people who live here in Ward 8
5 work at Walter Reed in Ward 4. That's almost
6 from one end of the city to the other.

7 Under the zone meter cost, it would
8 possibly stay very close to the same. With a
9 time and distance meter, even with
10 calibrations of many magnitudes, it will not
11 change the fact that if you try to come across
12 South Capitol Street Bridge at 5:00 o'clock in
13 the evening, then you would be in traffic, and
14 nobody's going to turn the meter off.

15 If you try to come through the
16 Third Street Tunnel coming back to our
17 community, although into the other direction
18 -- I travel the other way around 5:00 o'clock
19 in the evening. And at 5:00 o'clock in the
20 evening, you're sitting for 15 minutes.

21 Now, with a time and distance
22 meter, it will be a great impact on the people

1 that live in the community and the working mom
2 who was talked about that has to drop the baby
3 off at grandma's house, or the one that has to
4 pick the baby up from the nursery school by a
5 certain time.

6 I would ask my colleagues to
7 consider not just -- not just the time and
8 distance meter, or not just leave the meter
9 blank. I would vote for a zone meter.

10 We can break this tie. We can move
11 forth, and then give the Mayor time to do the
12 necessary studies and time for them to make
13 sure that as we move forth -- because it's not
14 going to happen overnight -- because we have
15 to find out who's going to put the meters in,
16 how much it's going to cost the drivers.
17 There are a lot of logistics that have not
18 even been considered.

19 And I think that we should really
20 look at not just what's going on with our
21 tourists, but what's going on with John Doe,
22 everyday citizen.

1 (APPLAUSE.)

2 CHAIRPERSON SWAIN: Mr. Tapscott?

3 COMMISSIONER TAPSCOTT: I would
4 like to make a friendly amendment to Mr.
5 Carter's motion that we recommend to the Mayor
6 that we opt out on this bill and recommend to
7 him another plan -- if he opts out -- to put
8 in the zone meter. Not the time and distance
9 meter. The zone meter, which everyone is
10 familiar with the zone meter in the city. It
11 will also stop the arguments because there's a
12 device that will show you what you're paying
13 for.

14 You will have more -- drivers will
15 have more hours when you put in the zone under
16 a time and distance meter. Every passenger
17 you get in your car is thinking you went the
18 wrong way. You should have gone this way.

19 And at the end when you get there,
20 you've got the problem of collecting money.
21 They're going to say I paid last week only
22 \$14.00. That's all I'm going to give you.

1 This will create a terrible situation in this
2 city. We need to also recommend to the Mayor
3 that he adopts a time -- I mean, a zone meter
4 along with opting out.

5 (APPLAUSE.)

6 COMMISSIONER CARTER: Accepted.

7 (APPLAUSE.)

8 COMMISSIONER TAPSCOTT: Thank you.

9 COMMISSIONER BAKER: Mr. Chairman?

10 CHAIRPERSON SWAIN: Yes, sir?

11 COMMISSIONER BAKER: Just as a
12 point of order, the amendment changes the
13 motion. And so it's an amendment in the
14 nature of a substitute.

15 The motion was to opt out, which is
16 the maintaining of the current system.

17 As it's amended, it's now to adopt
18 zone meters, which was the first motion that
19 we voted on, and which failed.

20 And so -- because you can't opt out
21 and adopt zone meters. And so, I mean, no
22 shenanigans. I mean, if we're going to take

1 the vote again, let's take the vote again.

2 But I would just want to be really
3 clear that this motion that's now before us is
4 not to opt out. It's to adopt zone meters.
5 And we just need to be really clear about
6 that.

7 COMMISSIONER CARTER: Mr. Tapscott,
8 at this time I cannot accept your friendly
9 amendment to my motion.

10 COMMISSIONER ALLEN: What did he
11 say?

12 CHAIRPERSON SWAIN: He cannot
13 accept this motion from the amendment,

14 Mr. Tapscott.

15 COMMISSIONER TAPSCOTT: I hope your
16 audience -- cab drivers and residents -- look
17 to see what's going on up here. This is a
18 shame to our city.

19 We accept one minute an amendment.
20 And then the Chairman -- to him, and he
21 changes his mind. What are we doing here in
22 this city?

1 COMMISSIONER CARTER: Excuse me,
2 Mr. Tapscott. Let me answer your question.

3 If the motion still stands to opt
4 out -- if I reject your friendly amendment,
5 the only thing that stands is to opt out. You
6 can't have it both ways. I can't vote to opt
7 out and then turn around and have you add a
8 friendly amendment that would put something in
9 that we're trying to straighten out.

10 So what we have to do is -- sorry
11 about the poor choice of words. What we have
12 do now is vote on whether we will recommend to
13 the Mayor to opt out or not.

14 CHAIRPERSON SWAIN: Any further
15 discussion?

16 (No audible response.)

17 CHAIRPERSON SWAIN: Go for the
18 vote, please.

19 MS. THOMPSON: Commissioner Allen?

20 COMMISSIONER ALLEN: No.

21 MS. THOMPSON: Commissioner Baker?

22 COMMISSIONER BAKER: No.

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1 MS. THOMPSON: Commissioner Carter?

2 COMMISSIONER CARTER: Yes.

3 MS. THOMPSON: Commissioner

4 Tapscott?

5 COMMISSIONER TAPSCOTT: Yes.

6 MS. THOMPSON: Commissioner

7 Heinemann?

8 COMMISSIONER HEINEMANN: No.

9 MS. THOMPSON: Commissioner Pahwa?

10 COMMISSIONER PAHWA: No.

11 MS. THOMPSON: Commissioner Travis?

12 COMMISSIONER TRAVIS: I'm going to
13 abstain.

14 MS. THOMPSON: Okay. So we've got
15 one, two, three, four, five nos, two yeses,
16 and one abstention.

17 The motion fails.

18 COMMISSIONER TRAVIS: I'd like to
19 make a motion.

20 CHAIRPERSON SWAIN: Ms. Travis?

21 COMMISSIONER TRAVIS: I'd like to
22 make a motion that we maintain the present

1 zone system, but that we implement the zone
2 and fare calculator or meter so there will not
3 be a problem with people on tours and new
4 people moving into the city understanding what
5 the zone system is.

6 COMMISSIONER CARTER: Second.

7 CHAIRPERSON SWAIN: We've already
8 had that motion. Are we bringing it forth
9 again?

10 COMMISSIONER CARTER: We're
11 bringing it forth again.

12 COMMISSIONER TRAVIS: We're
13 bringing it back again.

14 CHAIRPERSON SWAIN: Ms. Travis,
15 would you repeat your motion, please?

16 COMMISSIONER TRAVIS: My motion is
17 to maintain the present zone system, but to
18 implement the zone and fare calculator so
19 there will be no question as to whether or not
20 a person is being cheated.

21 CHAIRPERSON SWAIN: Ms. Travis,
22 that motion is the same motion as the last

1 one.

2 Is there a second for it?

3 COMMISSIONER TAPSCOTT: I'll second

4 it.

5 COMMISSIONER CARTER: Second.

6 CHAIRPERSON SWAIN: Okay. Call for

7 the vote.

8 MS. THOMPSON: Commissioner Allen?

9 COMMISSIONER ALLEN: Yes.

10 MS. THOMPSON: Commissioner Baker?

11 COMMISSIONER BAKER: No.

12 MS. THOMPSON: Commissioner Carter?

13 COMMISSIONER CARTER: Yes.

14 MS. THOMPSON: Commissioner

15 Tapscott?

16 COMMISSIONER TAPSCOTT: Yes.

17 MS. THOMPSON: Commissioner

18 Heinemann?

19 COMMISSIONER HEINEMANN: No.

20 MS. THOMPSON: Commissioner Pahwa?

21 COMMISSIONER PAHWA: No.

22 MS. THOMPSON: Commissioner Travis?

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1 COMMISSIONER TRAVIS: Yes.

2 MS. THOMPSON: Commissioner Swain?

3 CHAIRPERSON SWAIN: No.

4 MS. THOMPSON: We've got four yes
5 votes for a zone meter, and four no votes.

6 COMMISSIONER BAKER: Mr. Chairman?

7 CHAIRPERSON SWAIN: Mr. Baker?

8 COMMISSIONER BAKER: I'd at least
9 like it on the record, a motion for the
10 adoption of time and meter -- time and
11 distance meters as the recommendation to the
12 Mayor.

13 COMMISSIONER HEINEMANN: I second
14 that.

15 CHAIRPERSON SWAIN: Any discussion?

16 COMMISSIONER ALLEN: Yes. Same
17 discussion as I had before.

18 Time and distance meters in the
19 District of Columbia do not work for working
20 class people. I will not change that. I want
21 it to be known that we have come up with a
22 win-win situation where you have the meter --

1 which has been voted down twice -- where you
2 have the meter and you have the zone.

3 To have a time and distance meter
4 is very inconsiderate of people east of the
5 Anacostia River whether it be Ward 8, Ward 7,
6 parts of Ward 6. You have to consider the
7 distance that they have to travel from
8 downtown.

9 I understand that there are some
10 problems in the zoning for residents in Ward
11 2. We would be able to work them out just as
12 we used to have sub-zones in the District of
13 Columbia -- the idea of going two blocks and
14 paying for two zones. Then we can work on
15 reconstructing sub-zones so that problem will
16 no longer be in place.

17 I will ask my colleagues not to
18 vote to give me and the people who live and
19 work and our seniors on fixed incomes this
20 burden of a zone meter --

21 (APPLAUSE.)

22 COMMISSIONER BAKER: Mr. Chairman?

1 COMMISSIONER ALLEN: -- a time and
2 distance meter.

3 COMMISSIONER BAKER: Mr. Chairman,
4 I'd like to speak to my motion.

5 Ms. Allen, I agree with you on many
6 of those issues.

7 I would however like to point out
8 that poor people don't just live in Ward 8.
9 They also live in Ward 1, Ward 2, Ward 4, Ward
10 5, Ward 6 and Ward 7.

11 And particularly for those of us in
12 Ward 1, who live in places in the city that
13 don't have Metro, they don't always have
14 accessible bus service.

15 I'm concerned about the Latino
16 woman who gets off at some hotel at 2:00 in
17 the morning and who has to decide how she's
18 going to get home. And that she not have to
19 walk down Irving Street or a dark street at
20 night. And that is an affordable taxi.

21 And that it doesn't have to cost
22 \$9.80 to get from the Capitol Hilton at 16th

1 and K up to 17th and Park. I mean, I'm
2 concerned about those issues as well.

3 And so, I don't want to pit this as
4 it's only people east of the river who are
5 going to change. One of the reasons I
6 supported Mr. Pahwa's original motion, which
7 was to recommend to the Mayor a meter-based
8 system and to allow a 90-day period for us to
9 explore these issues -- what a zone should
10 look like, what a fare calculation should look
11 like. All of that was to give us time to do
12 it. But that was voted down.

13 And so I feel that we need to take
14 a vote on all the options. If we can come
15 back to Pahwa's motion and then address --
16 maybe it's a hybrid. I've suggested this
17 before. Maybe it's a flat rate east of the
18 river. And then there's a meter in the rest
19 of the city. I mean, I've looked at that.
20 Atlanta has a similar system.

21 And so, I think that there are
22 options. But if we're going to and we try to

1 have a motion that allows for an exploration
2 of options but understanding that we are going
3 to change the system. And that failed.

4 And so, I don't mind voting this
5 down. But status quo and just saying that
6 we're just going to keep the zones and that
7 it's really only about one part of the city
8 doesn't work.

9 COMMISSIONER ALLEN: Mr. Chairman?

10 CHAIRPERSON SWAIN: Ms. Allen?

11 COMMISSIONER ALLEN: Mr. Baker, I
12 don't think you were listening very closely
13 when I made my statement when I indicated that
14 if there were zone changes that were necessary
15 that we could go back and make those changes.
16 I said that the farthest distance with the
17 meters was east of the river.

18 I did indicate that there are
19 problems with some of the zones where you go
20 two blocks and pay \$10.00. Those are things
21 that we here at the Commission have to look at
22 and redesign. And that was what I said very

1 early on.

2 So I wasn't trying to pit anyone.
3 But I was actually stating some factual things
4 of distance. And so I feel the same way.

5 A lady getting off at 2:00 o'clock
6 in the morning regardless of where she has to
7 go, needs to be able to afford transportation
8 into her home. So I did mention that at the
9 very beginning of my statement that I still
10 feel that the zone meter cab will service us
11 both well and with proper adjustments to the
12 zones, which have not been adjusted in some
13 time, that we can go back and be able to
14 accomplish what we hear people say. I'm being
15 overcharged. Well, you won't be overcharged.
16 I'm being -- I don't have a receipt. You will
17 have a receipt. You will be able to track
18 where you've been.

19 Our hack inspectors will be able to
20 look at the receipt and the complaints that we
21 get at the Commission. We don't have a record
22 of where that driver went. And that also will

1 help us. That is another reason that I am
2 interested in continuing the zone system, but
3 want a record of where our riders ride.

4 (APPLAUSE.)

5 COMMISSIONER TRAVIS: I just want
6 to say that my fellow Commissioners, I don't
7 consider keeping the zone system as a status
8 quo. I was very successful in my working
9 career as a leader. And I don't believe that
10 you necessarily have to go along with what
11 goes on in other cities.

12 Constantly we've heard that all
13 other cities and the time and distance meters,
14 and so therefore Washington, D.C. is out of
15 shape in terms of us not having time and
16 distance meters, because this whole United
17 States having time and distance meters does
18 not mean in my opinion that we have to go that
19 way.

20 Now, I've heard from the restaurant
21 industry, from the tourist industry, and from
22 our former Chair who used to say all the time

1 that tourists and new people who come into the
2 city do not understand our system. And it's
3 always the same complaint all the time that
4 our system is not understood.

5 Well, we have a solution to our
6 system not being understood. There is a
7 calculator that registers the zones. It
8 displays what the zones are, and it displays
9 the fare. So you know what's going on in
10 terms of your traveling -- what your cost is
11 going to be.

12 I told you of an instance where I
13 went to another city that had metered cabs.
14 And the guy rode us around for 20 minutes. We
15 paid what the meter said, and we gave him a
16 tip.

17 Then when we went to the desk to
18 get a cab to go to a conference -- I was with
19 my mother -- and the lady said you don't have
20 to take a cab. You can walk. She said, you
21 know when you got off at the bus station, well
22 we were two blocks to the left of the bus

1 station. And where you're going is two blocks
2 to the right. That guy rode us around for 20
3 minutes in a time and distance meter.

4 It doesn't solve a problem. It
5 creates a problem. And we have an answer to
6 our zone system. It works for the drivers.
7 It works for the passengers.

8 So it's a matter of not knowing
9 what your fare is going to be, and it's a
10 matter of trying to make it reasonable for
11 everybody, then your answer is the zone fare
12 calculator. And as Commissioner Allen said,
13 if it's a matter of a zone, I'm sure we can
14 work that out.

15 But why just scrap something that
16 has a solution to it? Because other cities
17 have a time and distance meter, and you come
18 to our city and you don't understand, so get
19 rid of it.

20 (APPLAUSE.)

21 CHAIRPERSON SWAIN: Thank you, Ms.
22 Travis.

1 Mr. Tapscott, are we ready for a
2 vote?

3 COMMISSIONER TAPSCOTT: I think all
4 that's going on here is a lot of confusion up
5 here. I thought that we were over the years
6 -- there's been the Carson Toney study. He
7 came aboard. He wanted it, and chipped the
8 Commissioners out. There's another study
9 that's been made for whatever worth it is.

10 We're spending all of this money
11 and at this particular time, I thought that we
12 were going to vote on what we were going to
13 recommend to the Mayor.

14 Now, you can't have it every way.
15 If we're going to recommend to the Mayor to
16 opt out, then why wouldn't we give the Mayor
17 an option that we would like to see put in
18 place?

19 And that's very simple. Now we've
20 sat up here over an hour hackling back and
21 forth. And there's been what -- four, five,
22 six amendments and different ones. We're not

1 accomplishing anything.

2 Why don't we just look at what we
3 will recommend to the Mayor -- number one, opt
4 out and recommend to the Mayor an alternative
5 to what would replace?

6 Thank you.

7 CHAIRPERSON SWAIN: Call for the
8 vote, please.

9 COMMISSIONER ALLEN: You can't call
10 for the vote. Somebody else has to call for
11 the vote.

12 MS. THOMPSON: The motion on the
13 floor is for a time and distance meter.

14 COMMISSIONER BAKER: Time and
15 distance question.

16 MS. THOMPSON: Pardon me?

17 CHAIRPERSON SWAIN: Repeat the
18 motion, Mr. Baker.

19 COMMISSIONER BAKER: We recommend
20 to the Mayor the adoption of time and distance
21 meter.

22 CHAIRPERSON SWAIN: Yes. And it

1 was seconded by Mr. Heinemann.

2 MS. THOMPSON: Commissioner Allen?

3 COMMISSIONER ALLEN: No.

4 MS. THOMPSON: Commissioner Baker?

5 COMMISSIONER BAKER: Yes.

6 MS. THOMPSON: Commissioner Carter?

7 COMMISSIONER CARTER: No.

8 MS. THOMPSON: Commissioner

9 Tapscott?

10 COMMISSIONER TAPSCOTT: No.

11 MS. THOMPSON: Commissioner

12 Heinemann?

13 COMMISSIONER HEINEMANN: Yes.

14 MS. THOMPSON: Commissioner Pahwa?

15 COMMISSIONER PAHWA: Yes.

16 MS. THOMPSON: Commissioner Travis?

17 COMMISSIONER TRAVIS: No.

18 MS. THOMPSON: Commissioner Swain?

19 CHAIRPERSON SWAIN: No.

20 MS. THOMPSON: It failed.

21 CHAIRPERSON SWAIN: All right. Do

22 we have another motion?

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1 COMMISSIONER ALLEN: I have
2 another.

3 CHAIRPERSON SWAIN: All right,
4 Sandy. Go ahead. I'm sorry, Ms. Allen.

5 COMMISSIONER ALLEN: I'd like to
6 move that we recommend to the Mayor that a GPS
7 meter system be installed in cabs in the
8 District of Columbia.

9 (APPLAUSE.)

10 COMMISSIONER TAPSCOTT: I second
11 that.

12 CHAIRPERSON SWAIN: The motion's
13 been made and seconded.

14 Any questions?

15 COMMISSIONER TRAVIS: Yes.

16 CHAIRPERSON SWAIN: Ms. Travis?

17 COMMISSIONER TRAVIS: My question
18 -- the GPS system, could I get an explanation
19 on the GPS system? Because it's my
20 understanding that the GPS system can be put
21 in either the time and distance meters or the
22 zone meters.

1 CHAIRPERSON SWAIN: Ms. Allen, it's
2 your motion.

3 COMMISSIONER ALLEN: It's my
4 motion. And my understanding was that the GPS
5 was what had been used in the study that was
6 done on the zone meter.

7 Do you want me to change it to say
8 the same GPS system that has been used in the
9 zone meters?

10 COMMISSIONER TRAVIS: May I further
11 say that the drivers in New York have been
12 striking for two days because the Mayor there
13 forced them to put the GPS system into their
14 time and distance meters.

15 CHAIRPERSON SWAIN: That's a credit
16 card issue, ma'am.

17 COMMISSIONER ALLEN: I don't know
18 anything about New York, so I can't speak to
19 that. I can only speak to what's happening in
20 the District.

21 CHAIRPERSON SWAIN: Excuse me.
22 Excuse me, Ms. Travis. That's a credit card

1 issue.

2 COMMISSIONER TRAVIS: I'm sorry. I
3 just wanted to be sure.

4 CHAIRPERSON SWAIN: Ms. Allen?

5 COMMISSIONER TRAVIS: Thank you.

6 COMMISSIONER ALLEN: I don't know
7 what else to say. My motion's on the floor.

8 CHAIRPERSON SWAIN: The motion's on
9 the floor. And it's been seconded.

10 Any other questions?

11 COMMISSIONER PAHWA: Who seconded
12 it?

13 CHAIRPERSON SWAIN: Who seconded
14 it?

15 COMMISSIONER TAPSCOTT: I seconded
16 it.

17 CHAIRPERSON SWAIN: Mr. Tapscott.

18 COMMISSIONER HEINEMANN:
19 Discussion?

20 CHAIRPERSON SWAIN: Yes.

21 COMMISSIONER HEINEMANN: I guess my
22 concern with the GPS system, if you're using

1 it for the zone meter concept, that's a vote
2 we already had. If you're leaving it more
3 general to leave the question open, that's the
4 question that was the motion that was
5 introduced by Mr. Pahwa. I'd be happy to
6 reconsider that.

7 My concern with the zone meter
8 system is one of cost, and any system is one
9 of cost, but more so with the zone meter. You
10 would be forced to subscribe to a GPS
11 satellite system. You'd be forced to pay a
12 monthly fee to that. There are any number of
13 other factors that we haven't yet explored.

14 My concern is that right now
15 there's only one or so companies that provide
16 this. So I can't support forcing the use of a
17 GPS system. There are too many questions
18 around it.

19 CHAIRPERSON SWAIN: Ms. Allen?

20 COMMISSIONER ALLEN: I'll change
21 the wording to say GPS system or one similar
22 to that, so that we would not be limited to

1 GPS and other contractors who make systems
2 similar to the GPS would be entitled to be a
3 part of the bid when the city starts to work
4 with the drivers.

5 All of these are details that have
6 not been worked out, on either side -- on the
7 zone meter or on the time and distance meter.
8 We're still back to -- whichever way the vote
9 probably goes, there are still issues that
10 have to be worked out. I have said that in
11 each one of my motions that we would have time
12 to work out the logistics on each one of the
13 meters.

14 COMMISSIONER HEINEMANN: So, let me
15 -- I have one follow-up question.

16 Is the motion -- would that have
17 been a friendly amendment to Mr. Pahwa's
18 motion?

19 COMMISSIONER ALLEN: No.

20 COMMISSIONER HEINEMANN: I'm
21 confused. I mean, because your saying --

22 COMMISSIONER ALLEN: His failed.

1 COMMISSIONER HEINEMANN: Right.

2 But I'm asking, would that have
3 been an amendment to that? His was a general
4 meter question. We didn't get into specifics.

5 Now you're offering a motion that
6 goes to use of a GPS system. Are you not
7 recommending the type of system?

8 COMMISSIONER ALLEN: I said in my
9 motion --

10 COMMISSIONER HEINEMANN: I just
11 want to be clear.

12 COMMISSIONER ALLEN: -- that it was
13 the zone meter.

14 COMMISSIONER HEINEMANN: Okay. Got
15 you. So that's the same question we had
16 before.

17 COMMISSIONER TAPSCOTT: Let me
18 clear up something with some of the
19 Commissioners.

20 CHAIRPERSON SWAIN: Excuse me, sir.
21 Have a seat, please. Thank you.

22 COMMISSIONER ALLEN: It's on the

1 floor.

2 COMMISSIONER HEINEMANN: Call for
3 the question.

4 COMMISSIONER ALLEN: He's going to
5 call for the question.

6 COMMISSIONER TAPSCOTT: And I had
7 my hand up to respond to Mr. Heinemann.

8 CHAIRPERSON SWAIN: They've called
9 for the question.

10 COMMISSIONER ALLEN: But he has an
11 opportunity --

12 COMMISSIONER TAPSCOTT: I've read
13 this thing --

14 CHAIRPERSON SWAIN: They've called
15 for -- sir, they've called for the question.

16 COMMISSIONER TAPSCOTT: You all can
17 see what's happening up here.

18 MS. THOMPSON: Commissioner Allen?

19 COMMISSIONER ALLEN: Yes.

20 MS. THOMPSON: Commissioner Baker?

21 COMMISSIONER BAKER: No.

22 MS. THOMPSON: Commissioner Carter?

1 COMMISSIONER CARTER: No.

2 MS. THOMPSON: Commissioner

3 Tapscott?

4 COMMISSIONER TAPSCOTT: Yes.

5 MS. THOMPSON: Commissioner

6 Heinemann?

7 COMMISSIONER HEINEMANN: No.

8 MS. THOMPSON: Commissioner Pahwa?

9 COMMISSIONER PAHWA: No.

10 MS. THOMPSON: Commissioner Travis?

11 COMMISSIONER TRAVIS: Yes.

12 MS. THOMPSON: Commissioner Swain?

13 CHAIRPERSON SWAIN: Yes.

14 COMMISSIONER ALLEN: The vote is?

15 CHAIRPERSON SWAIN: Four, four.

16 Mr. Pahwa, you have the floor, sir.

17 State your motion, sir.

18 COMMISSIONER PAHWA: My motion is

19 again the same one I asked before that we

20 should give to the Mayor for a general meter

21 and let him give us 90 days to decide which

22 way we should go.

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1 COMMISSIONER HEINEMANN: A general
2 meter?

3 COMMISSIONER PAHWA: A general
4 meter. Yes.

5 CHAIRPERSON SWAIN: Mr. -- excuse
6 me.

7 Mr. Pahwa, is your motion that we
8 make a recommendation to the Mayor to have
9 meters installed in the cabs licensed in the
10 District of Columbia, and that within a period
11 of 90 days we provide him with further
12 details?

13 COMMISSIONER PAHWA: Yes.

14 CHAIRPERSON SWAIN: Is that your
15 motion, sir?

16 COMMISSIONER PAHWA: Yes.

17 COMMISSIONER BAKER: I second.

18 COMMISSIONER TAPSCOTT:
19 Unreadiness.

20 CHAIRPERSON SWAIN: All right.
21 Discussion?

22 COMMISSIONER TAPSCOTT:

1 Unreadiness.

2 My discussion is --

3 CHAIRPERSON SWAIN: Hold on -- Ms.
4 Travis? Ms. Travis?

5 COMMISSIONER TRAVIS: Well, I was
6 just going to say that we're going to send
7 meters, I think Mr. Pahwa is saying that, I
8 believe, that he would recommend that we send
9 information on both -- that we recommend both
10 meters -- both the time and distance meters
11 and the zone and fare meters to the Mayor.

12 And I would just like to make a
13 friendly amendment that we're sure that when
14 we talk about meters, that if that's the
15 recommendation that it's clarified that both
16 would be sent to the Mayor.

17 CHAIRPERSON SWAIN: Ms. Travis, I
18 can assure you that all information concerning
19 whatever types of meters that are available
20 will be sent forth, and each Commissioner will
21 have an opportunity to see that information
22 before it is sent forth.

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1 Mr. Tapscott, I believe you said
2 there was some unreadiness.

3 COMMISSIONER TAPSCOTT: Yes.

4 I think the motion reads whether
5 it's 60 days or 90 days for the Mayor to make
6 a decision. Is that the way I understand it?

7 CHAIRPERSON SWAIN: No, sir. What
8 the motion said is that we would send the
9 Mayor a recommendation to put meters in the
10 vehicles in the taxicabs licensed in the
11 District of Columbia, and within a period of
12 90 days, send him all additional information
13 concerning the types of meters that are
14 available at this time.

15 COMMISSIONER TAPSCOTT: Well, my
16 question would be or what my understanding
17 would be that by the order that was signed by
18 the President of the United States, the
19 Mayor's got to make a decision by the first of
20 the month. Are we trying to change it?

21 CHAIRPERSON SWAIN: Mr. Tapscott,
22 we are making a recommendation to the Mayor.

1 The only thing the Mayor has to do is make his
2 decision either to opt out or to accept the
3 recommendation. Anything after that is
4 strictly up to the Mayor and up to whatever
5 arrangements that he makes.

6 COMMISSIONER TAPSCOTT: I agree
7 with you. So why are we talking about six
8 months?

9 CHAIRPERSON SWAIN: We're not
10 talking about six months.

11 COMMISSIONER TAPSCOTT: That's what
12 the motion is.

13 CHAIRPERSON SWAIN: No, sir. The
14 motion was that within 90 days after sending
15 him the recommendation that all pertinent
16 information that we can find having to do with
17 any types of meters be forwarded to the
18 Mayor's Office for his informational purposes.

19 COMMISSIONER BAKER: And may I be
20 heard--

21 CHAIRPERSON SWAIN: Yes.

22 COMMISSIONER BAKER: I'd like to

1 thank Mr. Pahwa for accepting the amendment.

2 And the purpose in the 90 days is
3 today -- in my view -- to do two things. One
4 is the Mayor's decision is either to opt out
5 and maintain the current system, or to adopt
6 meters. And the recommendation we're sending
7 to the Mayor is to adopt meters.

8 What we are not prepared to do
9 today is to give him further details about the
10 meter systems. We can't give any
11 implementation issues. We can't give cost
12 issues. We don't know the impact on the
13 industry itself. If we adopt zone meters,
14 there may be zone boundary issues that still
15 need to be addressed.

16 My amendment was simply to give us
17 the 90 days to go further through those
18 implementation issues and those questions. It
19 could take six months. It could nine months.

20 What I don't want to see, however,
21 is the Commission not diligently and very
22 quickly moving to address some of those

1 questions and to diddle around for a year.

2 And so -- I mean, we've had a year
3 to just look at the question of whether even
4 to recommend meters. And so I wanted to put a
5 time deadline on us that we then develop a
6 work plan and we look at how we're going to
7 answer those essential questions.

8 And so that's all that it was meant
9 to do, Mr. Tapscott.

10 CHAIRPERSON SWAIN: Mr. Tapscott, I
11 see your hand up, sir.

12 COMMISSIONER TAPSCOTT: You know,
13 I'm sort of surprised. We sat here for two
14 hours almost and listened to the drivers and
15 some of them from the public. And it's all so
16 certain that we do not want the time and
17 distance meters. That's what I understood
18 this public to say.

19 And we've sat here now for an hour
20 and a half trying to wrangle anything else out
21 of it when all we need to do is make a
22 recommendation to the Mayor to opt out.

1 CHAIRPERSON SWAIN: Mr. Tapscott

2 -- COMMISSIONER HEINEMANN: That
3 motion failed.

4 CHAIRPERSON SWAIN: That motion
5 failed.

6 COMMISSIONER HEINEMANN: Can we
7 call the question?

8 CHAIRPERSON SWAIN: The question's
9 been called.

10 MS. THOMPSON: Commissioner Allen?

11 COMMISSIONER ALLEN: No.

12 COMMISSIONER TAPSCOTT: Please
13 state the motion.

14 COMMISSIONER ALLEN: State the
15 motion, please.

16 CHAIRPERSON SWAIN: State the
17 motion, please.

18 MS. THOMPSON: I think you better
19 say it.

20 CHAIRPERSON SWAIN: Okay. The
21 motion is to recommend to the Mayor that
22 meters be installed in taxicabs that are

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1 licensed in the District of Columbia.

2 COMMISSIONER ALLEN: It's the same
3 motion.

4 CHAIRPERSON SWAIN: Please?

5 That meters be installed in the
6 taxicabs licensed in the District of Columbia
7 and within a 90-day period, all pertinent
8 information that this Commission can find
9 insofar as types of meters, that information
10 will be forwarded to the Mayor for his
11 consideration or to help him make further
12 decisions.

13 COMMISSIONER PAHWA: That is
14 correct.

15 CHAIRPERSON SWAIN: Okay. Let's
16 call the roll.

17 MS. THOMPSON: Commissioner Allen?

18 COMMISSIONER ALLEN: No.

19 MS. THOMPSON: Commissioner Baker?

20 COMMISSIONER BAKER: Yes.

21 MS. THOMPSON: Commissioner Carter?

22 COMMISSIONER CARTER: No.

1 MS. THOMPSON: Commissioner
2 Tapscott?

3 COMMISSIONER TAPSCOTT: No.

4 MS. THOMPSON: Commissioner
5 Heinemann?

6 COMMISSIONER HEINEMANN: Yes.

7 MS. THOMPSON: Commissioner Pahwa?

8 COMMISSIONER PAHWA: Yes.

9 MS. THOMPSON: Commissioner Travis?

10 COMMISSIONER TRAVIS: No.

11 MS. THOMPSON: Commissioner Swain?

12 CHAIRPERSON SWAIN: Yes.

13 Four, four again.

14 COMMISSIONER ALLEN: Mr. Chairman?

15 CHAIRPERSON SWAIN: Yes, ma'am, Ms.
16 Allen?

17 COMMISSIONER ALLEN: Mr. Chairman,
18 I think I would like to recommend that we send
19 a letter to the Mayor letting him know that
20 the Commission at this time is unready to make
21 a recommendation. It's truly split down the
22 middle. We will be here until next week with

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1 a four, four vote. And to ask the Mayor if he
2 would give an extension of time to gather
3 other information so that --

4 COMMISSIONER HEINEMANN: Can we
5 move to adjourn?

6 CHAIRPERSON SWAIN: No, I'm not --

7 COMMISSIONER HEINEMANN: I have a
8 motion to adjourn.

9 CHAIRPERSON SWAIN: No. I'm not
10 going to go listen to --

11 COMMISSIONER ALLEN: But you can't
12 deny a motion to adjourn.

13 COMMISSIONER HEINEMANN: I mean,
14 it's split. Do we need to vote on a motion
15 that says we're unprepared to provide
16 anything? The record speaks for itself. We
17 can adjourn, I think.

18 COMMISSIONER CARTER: We can
19 adjourn on the split.

20 COMMISSIONER HEINEMANN: Yes.
21 We're split. That's the way it is.

22 I mean, I'm not unready. Let's

1 just adjourn. I mean, a simple recommendation
2 to go to meters failed.

3 I don't think there's anything
4 left. We've been through everything.

5 COMMISSIONER CARTER: I think I
6 have one for you. Let me try this carefully
7 worded.

8 CHAIRPERSON SWAIN: I'm sorry. Mr.
9 Carter wants to -- Mr. Carter, go ahead, sir.

10 COMMISSIONER CARTER: In our
11 language or in the language that was sent to
12 us, the word meters is used. According to
13 DCMR 31, 602.1, the word meters are used in
14 zone only, or the recommendation from 1990 was
15 zone only. There's another book that I need
16 -- 37. whatever that discusses this.

17 My recommendation would be that we
18 word our recommendation to the Mayor not as
19 blank, but as 1) Mr. Mayor, our recommendation
20 is that we take a look at this. You have the
21 option to opt out. And then we would go to
22 meters.

1 CHAIRPERSON SWAIN: Could you
2 repeat that please, sir?

3 COMMISSIONER CARTER: The first
4 order would be my recommendation or that our
5 recommendation be to the Mayor that 1) since
6 he can opt out, to opt out. If his choice is
7 not to opt out --

8 COMMISSIONER ALLEN: That failed.

9 COMMISSIONER HEINEMANN: That
10 failed.

11 COMMISSIONER CARTER: Yes, I know.
12 But let's --

13 COMMISSIONER PAHWA: Let's word
14 again.

15 COMMISSIONER HEINEMANN: Is there a
16 motion on the floor?

17 CHAIRPERSON SWAIN: Hold on. Let
18 him finish his train of thought.

19 COMMISSIONER CARTER: The thing of
20 it is, we can't go away from here -- if we
21 adjourn, the letter reads in blank, we're
22 split.

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1 COMMISSIONER BAKER: Which we are.

2 COMMISSIONER HEINEMANN: Which we
3 are.

4 COMMISSIONER CARTER: Which we are.
5 Insistence upon one type of meter
6 or another, I --

7 COMMISSIONER ALLEN: It all looks
8 --

9 CHAIRPERSON SWAIN: Excuse me.
10 He's speaking.

11 COMMISSIONER CARTER: I would
12 simply send him the letter explaining that's
13 what we are. We are split. We are very
14 split.

15 And the look is --

16 COMMISSIONER HEINEMANN: Is there a
17 motion?

18 COMMISSIONER CARTER: The motion
19 would be -- or the motion is first
20 recommendation to be made opt out. The second
21 recommendation that we take a look at the word
22 meters, as it pertains to our already in place

1 regulation, which is --

2 COMMISSIONER PAHWA: That's why it
3 said general meter.

4 COMMISSIONER CARTER: Just general
5 meters?

6 COMMISSIONER PAHWA: General
7 meters.

8 COMMISSIONER CARTER: General?

9 COMMISSIONER ALLEN: Madam General
10 Counsel, what is the regulation that is
11 already on the books in reference to meters?
12 Could you read it so that we can know exactly
13 what this regulation is before we vote?

14 MS. THOMPSON: Section 602 is
15 titled, "Meters". And Section 602.1 states,
16 "A taxicab may be equipped with a device that
17 computes fares based on the zone charges set
18 forth in Appendix 8-2, mechanically or
19 electronically upon notifying the Commission
20 of its use."

21 COMMISSIONER ALLEN: It's already
22 in our regulations. It's already there.

1 Could we make a recommendation to
2 the Mayor that as Mr. Carter says that he goes
3 by what is already written in our regulations?
4 There has not been an amendment to the regs.
5 It has not been changed. And it's already law
6 which would be where we should vote to adopt
7 what is already -- and you don't have to adopt
8 it -- to just recommend that the Mayor look at
9 Section 50 or 60 -- whatever it is --
10 and we will forward it. Since it's already
11 there.

12 MS. THOMPSON: I do need to
13 clarify. This requirement that is -- this
14 regulation that is in the 31 DCMR does not
15 require that this device be installed. It
16 just says a taxicab may be equipped.

17 COMMISSIONER ALLEN: Well, why do
18 we not need to change the word and amend that
19 to say, "shall be equipped?"

20 COMMISSIONER HEINEMANN: Can I
21 speak to that?

22 COMMISSIONER ALLEN: So could we

1 change this --

2 COMMISSIONER HEINEMANN: Can I
3 speak to that, please?

4 COMMISSIONER ALLEN: This way it
5 will say "shall be equipped." And we have to
6 go back and vote it out of the Commission.

7 CHAIRPERSON SWAIN: Ms. Thompson?

8 MS. THOMPSON: I just wanted to
9 clarify, because there was some confusion from
10 the audience that the Council has to do this.
11 No. It's just a rulemaking by the Commission
12 that would have to go through the rulemaking
13 process, meaning it would have to be proposed.
14 There would have to be a public hearing. And
15 then final decision.

16 COMMISSIONER HEINEMANN: Can I
17 speak to that, please?

18 CHAIRPERSON SWAIN: Yes, sir, Mr.
19 Heinemann.

20 COMMISSIONER HEINEMANN: From what
21 I understand, the D.C. Code, I think I would
22 ask Ms. Thompson to look at this. I think

1 D.C. code, Section 50-307(b)(1)b., basically
2 says the Commission shall have no authority to
3 establish the metered system without a 60-day
4 period of Council review.

5 That means I would -- I submit to
6 you that what in fact a zone meter is in fact
7 a meter. Call it by any other name, a meter
8 is a meter. It measures where you begin,
9 where you end.

10 I believe if you're going to
11 mandate that you go to a zone meter system, I
12 believe that legislated language requires 60-
13 day Council review. And I just ask that we
14 hold off until you have further time to look
15 into that. Thank you.

16 CHAIRPERSON SWAIN: Ms. Allen?

17 COMMISSIONER ALLEN: Okay.
18 Recommendation to the Mayor again is that we
19 use 602.1 as his guide to his decision as of
20 the review period of just mentioned from Mr.
21 Heinemann -- 50 -- I'm not good with
22 remembering the numbers if I don't write them

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1 down. And then he can rule from there.

2 We recommend that the Mayor review
3 and accept the already written regulation as
4 to Council review of 60 days.

5 Can I get a second?

6 COMMISSIONER CARTER: Second.

7 CHAIRPERSON SWAIN: Mr. Carter
8 seconded.

9 Mr. Baker?

10 COMMISSIONER BAKER: I'd like to
11 offer an amendment to that.

12 The current language in 602.1 says,
13 "Based on the zone charges set forth." And
14 those are the zone charges and establishment
15 of the zones that we already have.

16 Ms. Allen has already acknowledged
17 that those zones may not be the best system.
18 And so I would offer an amendment that would
19 also include in this based on further review
20 of the zone system of the District.

21 COMMISSIONER ALLEN: After further
22 review of the zone system, or after further

1 review of the zone meter. The zone system
2 takes out the whole system.

3 We are talking about realignment of
4 some of the zones.

5 COMMISSIONER CARTER: Whatever word
6 is acceptable -- I mean, by what I mean, we
7 need to look at the fare rate and the distance
8 measures of the zoning.

9 COMMISSIONER ALLEN: I will accept
10 that as a friendly amendment.

11 CHAIRPERSON SWAIN: Question? No
12 further questions?

13 (No audible response.)

14 COMMISSIONER TAPSCOTT: I am really
15 confused. I am confused.

16 Aren't we here to vote a
17 recommendation to the Mayor to opt out?

18 COMMISSIONER ALLEN: No.

19 CHAIRPERSON SWAIN: No.

20 COMMISSIONER BAKER: No.

21 COMMISSIONER TAPSCOTT: Isn't that
22 our purpose here?

1 COMMISSIONER ALLEN: No.

2 CHAIRPERSON SWAIN: No.

3 COMMISSIONER BAKER: No.

4 CHAIRPERSON SWAIN: And you keep
5 saying that. We keep telling you no.

6 COMMISSIONER ALLEN: That's yours,
7 not ours.

8 COMMISSIONER TAPSCOTT: Well, what
9 did the President sign? Is it in the order
10 that the Mayor has a right to opt out? It
11 left it up to the Mayor to opt out. And I
12 feel that my recommendation to the Mayor is
13 either don't opt out or opt out.

14 CHAIRPERSON SWAIN: Question?

15 (No audible response.)

16 COMMISSIONER ALLEN: I call for the
17 vote.

18 MS. THOMPSON: Commissioner Allen?

19 COMMISSIONER ALLEN: Yes.

20 COMMISSIONER TAPSCOTT: What's the
21 vote on?

22 COMMISSIONER ALLEN:

1 We're voting on what's already on the book.

2 MS. THOMPSON: That the Mayor
3 accept the language in 602.1 based on further
4 review of zone rates and boundaries.

5 COMMISSIONER PAHWA: Amendment to
6 that --

7 COMMISSIONER CARTER: Second.

8 COMMISSIONER ALLEN: Okay. It's
9 been moved and seconded.

10 MS. THOMPSON: All right.
11 Commissioner Allen?

12 COMMISSIONER ALLEN: Yes.

13 MS. THOMPSON: Commissioner Baker?

14 COMMISSIONER BAKER: Present.

15 CHAIRPERSON SWAIN: Is that a yes
16 or a no?

17 COMMISSIONER BAKER: It's a yes.

18 MS. THOMPSON: Commissioner Carter?

19 COMMISSIONER CARTER: Yes.

20 MS. THOMPSON: Commissioner
21 Tapscott?

22 COMMISSIONER TAPSCOTT: Yes.

1 MS. THOMPSON: Commissioner
2 Heinemann?

3 COMMISSIONER HEINEMANN: Abstain.

4 MS. THOMPSON: Commissioner Pahwa?

5 COMMISSIONER PAHWA: Abstain.

6 MS. THOMPSON: Commissioner Travis?

7 COMMISSIONER TRAVIS: Yes.

8 MS. THOMPSON: Commissioner Swain?

9 CHAIRPERSON SWAIN: Yes.

10 (APPLAUSE.)

11 COMMISSIONER HEINEMANN: Motion to
12 adjourn? Motion to adjourn?

13 COMMISSIONER ALLEN: I move that
14 this meeting be adjourned.

15 COMMISSIONER HEINEMANN: Second.

16 CHAIRPERSON SWAIN: It is 2:15.

17 The meeting is adjourned.

18 (Whereupon, at 2:15 p.m., the
19 regular meeting was concluded.)